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PAPERS

LAID BEFORE

THE LEGISLATIVE COUNCIL OF CEYLON

DURING

THE SESSION OF 1901.

Opened October 18, 1901—Closed October 17, 1902.

00134734

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
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1902.

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THE

PROCEEDINGS OF THE LEGISLATIVE COUNCIL OF CEYLON.

FRIDAY, OCTOBER 18, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

H. E. Major-General F. T. HOBSON.
The Hon. Mr. W. T. TAYLOR, C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. HAY CAMERON.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

OPENING OF THE COUNCIL.

1. His Excellency the Governor opened the Session with the following Address :—

HONOURABLE MEMBERS OF THE LEGISLATIVE COUNCIL,

THIS will be the sixth session during which I shall have had the honour of presiding over this Council, and as according to rule and usage it is the last, I might follow the example of my predecessors and take the opportunity of reviewing the history of the Colony during my term of office. I think, however, that it would be more convenient to make this review at a later date, and on this occasion merely to examine the financial and administrative record of the last twelve months.

I am happy to be able again to meet you with satisfactory assurances as to the prosperity of the Colony and as to the progress made since I last addressed you. There have been vicissitudes, and as you will learn there has been at times reason to doubt whether the revenue of the Colony would respond to our sanguine anticipations, but I now believe that our estimate of revenue will be fully realized by the end of the financial year, and that there will again be a sufficient surplus. Let me repeat the words which I addressed to you at the opening of the last session of the Council : "My term of office, now drawing to a close, has indeed been a halcyon period. The revenue has never failed year by year to expand and increase. In 1896, my first year of office, there was an increase of Rs. 991,765 and a surplus of Rs. 736,714 ; in 1897 an increase of Rs. 2,031,949 and a surplus of Rs. 2,372,144 ; in 1898 an increase of Rs. 1,132,147 and a surplus of Rs. 2,294,817 ; and in 1899 an increase of Rs. 744,473 and a surplus of Rs. 962,202 ; while in the present year there should be a still greater increase of revenue, and I think that we may again confidently anticipate a large surplus." That anticipation was fully realized, for the surplus of 1900 amounted to Rs. 2,003,942. Accordingly, since I assumed office the revenue of the Colony has increased from Rs. 21,974,573 to Rs. 27,325,930 in 1900, and the aggregate surplus for the same period amounts to Rs. 8,369,819. On the other hand, the expenditure has increased from Rs. 21,237,860 to Rs. 25,321,988 in 1900. To the increase of revenue—about 5½ millions—there contributed approximately : Customs Rs. 2 millions, Railway Rs. 1½ million, Harbour Rs. 400,000, Excise Rs. 750,000, Land Sales Rs. 373,000, Post and Telegraphs Rs. 230,000. For the increase of expenditure, the Railway, Military, and Public Works are chiefly responsible. It will be my duty on the later occasion to which I have referred to justify my use and disposal of the abundant resources which have been at my command during the last five or six years.

REVENUE AND EXPENDITURE.

The estimated revenue for 1900 was Rs. 25,120,000 ; the actual revenue amounted to Rs. 27,325,930, being an increase over the estimate of Rs. 2,205,930, and an increase over the actual revenue of 1899 of Rs. 1,412,789. The surplus revenue for 1900 amounted, as I have stated, to Rs. 2,003,942, notwithstanding a large supplementary provision of Rs. 1,847,053.

The increase during 1900 occurred in every branch of the revenue, with the exception of Sale of Government Property and Miscellaneous Receipts. The principal increase was again under the head Customs, which produced Rs. 475,926 more than in 1899, chiefly under the sub-heads of Grain, Spirits and Cordials, Sugar, and other Goods. There was also a substantial increase under the heads of Excise, Salt, Railways, Fees of Court, and Post and Telegraphs. The expenditure for 1900 was Rs. 25,321,988, exclusive of expenditure from surplus funds, or Rs. 371,048 more than that of 1899, and Rs. 218,192 in excess of our estimated expenditure. The principal heads under which the expenditure of 1900 exceeded that of 1899 were—Public Works Rs. 43,000, Pensions Rs. 34,000, Railways Rs. 267,000, Education Rs. 42,000, Survey Rs. 29,000, Exchange Rs. 63,000, and Post and Telegraphs Rs. 134,000.

The principal heads under which the estimate for 1900 proved to be excessive were—Charges on account of Public Debt (savings) Rs. 11,154, Public Works Recurrent Rs. 114,956, Public Works Extraordinary Rs. 484,233, Police Rs. 43,405, and Provincial Administration Rs. 32,709.

The principal items of the supplementary provision were—Railways Rs. 495,785, Public Works Extraordinary Rs. 249,159, Miscellaneous Services Rs. 258,107, Military Expenditure Rs. 265,465, Port and Marine Department Rs. 93,324, and Post Office Rs. 87,234.

The estimated revenue of 1901 was Rs. 26,320,000, or more than Rs. 1,000,000 less than the actual revenue of 1900. It cannot therefore be considered an over-sanguine estimate ; yet at times there has been reason to fear that it would not be fully realized. I have now no doubt that this will be the case. It is true that the deficiency of the revenue of the first nine months of this year, when compared with nine-twelfths of the estimated revenue, amounts to Rs. 455,778, yet it must be remembered that the last quarter of the year is far the most productive, and, indeed, the revenue for last September exceeded that for September, 1900, by Rs. 94,322. Thus, although the actual revenue for the first nine months falls short of nine-twelfths of the estimated revenue by Rs. 455,778, yet it is only Rs. 243,821 less than the actual revenue of the corresponding nine months in 1900, notwithstanding, as I have told you, that the estimated revenue for 1901 is more than a million less than the actual revenue of 1900. There is a decrease under the head Customs of Rs. 166,040, under Post and Telegraphs of Rs. 64,368, Interest of Rs. 62,700, and Land Sales of Rs. 255,865. On the other hand, there is a considerable increase, aggregating Rs. 305,153, under every other head. Accordingly, if it had not been for the falling off in Land Sales, the revenue for the first nine months of this year would have exceeded the revenue of the corresponding period of the record year 1900. I fear that the estimate as regards Land Sales will not be fully realized by the end of the year. There seems to be less demand for land, which is to be accounted for by the fact that the extension of tea planting has practically ceased, and that the demands of the natives, especially in the Western Province, have been to a great measure met for the present by recent sales. Nevertheless, I believe that the estimate might have been reached if the preparations for the Census had not interfered with sales, and if Revenue Officers had subsequently shown more activity in recovering the ground thus lost. I hope, however, that the sales before the end of the year will be more satisfactory, for they certainly will be more frequent. The ordinary expenditure of 1901 was estimated at Rs. 26,257,558.

The revenue and expenditure for 1902 are estimated at Rs. 26,500,000 and Rs. 26,199,741 respectively. The details will be fully explained when the Estimates are formally submitted.

PUBLIC DEBT.

On 1st January, 1901, the debt at the current rate of exchange was Rs. 54,133,740, or about Rs. 500,000 less than on 1st January, 1900. When I first addressed this Council in November, 1896, the debt amounted to Rs. 64,000,000. Accordingly, when, as I reminded you at the opening of last session, we have borrowed Rs. 10,320,000, the moiety of the cost of the new Railway and Irrigation programme, our debt will stand at much the same figure as in 1896. The charges on account of interest and sinking fund were on 1st January, 1900, Rs. 2,792,648—against Rs. 3,140,000 in 1896—and of this amount, Rs. 1,573,078 were on account of the portion of the debt incurred for Railway Extension. The surplus of Railway Receipts in 1900 after defraying this charge amounted to Rs. 2,324,962. Of the debt (Rs. 54,133,740), 32 millions were on account of Railway Construction, 17 millions on account of Harbour, and the balance 5 millions for Waterworks and Irrigation.

COLOMBO HARBOUR WORKS.

Of the amount borrowed for Harbour Extensions (17 millions), Rs. 13,671,854 have been expended up to 30th June last on the New Harbour Works. The amount required to complete these works is Rs. 6,012,506. The total appropriations on account of the Harbour is Rs. 19,684,360, although the revised estimate in 1900 was Rs. 19,244,160. The excess is principally due to the following items : Improvements to jetties, warehouses, and grain sheds, Rs. 272,173 ; acquisition of lands and buildings, Rs. 61,416 ; new moorings, Rs. 31,000 ; widening approach road, Kochchikada grain sheds, Rs. 18,400 ; and additional accommodation, Mahara jail, Rs. 17,407.

Loans to Local Boards amount to Rs. 828,945, of which Rs. 172,965 have been repaid, leaving a balance of Rs. 655,980.

PRESENT FINANCIAL POSITION.

On 1st August, 1900, the total cash balance of Government amounted to Rs. 591,274 ; on 1st August, 1901, it was Rs. 1,014,979. This cash balance does not include Currency and Note Reserve and cash in the hands of Heads of Departments. Besides the cash balances, Government held on 1st August, 1901, Indian and other securities to the value of Rs. 6,037,206, as against Rs. 7,096,706 on 1st August, 1900. The amount to the credit of the Widows' and Orphans' Pension Fund on 1st August, 1901, was Rs. 2,750,045. The total of investments on account of Note Currency Reserve on 1st August, not included in the above total, was Rs. 7,014,840.

Last year I drew your attention to the large liabilities which we had incurred or account of the very extensive scheme of Railway and Irrigation Extension sanctioned by the Secretary of State, of which the cost was estimated at Rs. 20,640,000. Of this amount, one-half was to be met from borrowed money and one-half from past and future savings from General Revenue. I then expressed the hope that the whole of this liability—I mean the sum of Rs. 10,320,000 to be found out of revenue—would be discharged in 1902 or perhaps 1903. My anticipation has been more than realized, for the correspondence with the Secretary of State, which will be submitted to you, will show that the balance

can be met out of the surplus for 1900, and accordingly that the liability is fully discharged. You are now free from debt on this account, and the surplus of this and succeeding years will again be at your disposal. I congratulate you on this happy issue of a vexatious controversy. It dissipates many gloomy anticipations, and justifies the views and arguments with which I commended to you this great policy of progress.

The Members of the proposed Commission on the Incidence of Taxation have been nominated, and the Commission will meet under the presidency of the new Colonial Secretary and Lieutenant-Governor, who will bring a mind free from suspicion of bias or prejudice to bear upon this important subject.

TRADE.

The trade of the Colony continues to advance with great strides, and of this the following table of annual values, excluding specie, gives striking proof :—

Year.	Value of Trade in Lacs.	Year.	Value of Trade in Lacs.
1888 ...	926	1896 ...	1,624
1890	1,066	1898 ...	1,813
1892 ...	1,238	1899 ...	2,130
1894	1,476	1900 ...	2,205

Of the total value in 1900 (2,205 lacs), imports exceeded 1,145 lacs and exports 1,060 lacs. The imports increased in value by 130 lacs, the principal contributors to the increase being—silk 1 lac; spirits nearly 1½ lac, manure nearly 3 lacs, grain 18 lacs, sugar 7 lacs, coal 8½ lacs, other food stuffs 7 lacs; while there was a decrease of 1½ lac in dried fish. The most striking feature of the export trade of 1900, which, owing to the fall in plumbago, showed a decline in value of 54 lacs as compared with 1899, was the ever increasing quantity of tea exported, 149¼ million pounds (an increase of 19½ million pounds upon the figures of the preceding year). The products of the cocoanut palm—such as copperah, cocoanuts, coir fibre, coir yarn, and cocoanut oil—exported show an increase in value of 20 lacs over 1899. The export of cacao has decreased by 8,831 cwt., the quantities being 42,528 cwt. and 33,697 cwt. for 1899 and 1900 respectively. The value of the exports of coffee in 1900 was nearly 6 lacs, an amount which is but one-third that of the value of cacao exported during the same period. The exports in cinnamon show a decrease in 1900. The latest obtainable returns, for the first nine months of the current year, in Customs duties also show a net decrease, when compared with the same period last year, of Rs. 166,040, mainly due to a fall in imports of cotton stuffs, sugar, and other goods. The Principal Collector of Customs reports as follows :—

Imports.—Grain, nearly 21 lacs, shows for the first nine months a decrease of Rs. 46,000 compared with 1900, and of Rs. 141,000 compared with 1899. For the complete years, however, the total for 1900 exceeded that for 1899 by Rs. 80,000 odd, the imports being very heavy during the last quarter; it is possible that this will recur this year. It is always difficult to get at facts in regard to the rice trade so purely controlled as it is by natives; but the lateness of this year's crop is given as a reason for the falling off during these first nine months, while, in addition, both the tightness of the money market during the first half of the year has undoubtedly affected the trade, and the high price still prevailing in Calcutta has militated against the purchase of large stocks by Colombo traders, who are only buying for immediate requirements.

Cotton Manufactures, Rs. 178,000, show a decrease of about Rs. 51,000 compared with last year and of Rs. 24,000 compared with 1899. This is the only item that appears to me to point, possibly to a reduced spending power among a certain section of the people. There was great over-trading last year, and a fall from the figures of that year was to be expected, as very heavy stocks accumulated. Compared with 1899, I am inclined to attribute the reduction to the fall in the plumbago market, which has led to the closing of many of the mines, depriving of well-paid employment a very large number of villagers, whose spending power varies with their daily wage.

Spirits and Cordials, nearly 6¾ lacs, show an increase of Rs. 40,000 over last year, and of more than a lac over 1899. These figures show clearly that any depression there may be has not extended to the urban population, the largest consumers of imported liquor. This trade is in the hands of a few large firms, who hold but small stocks; the figures therefore point very clearly to the actual present capacity of consumers to purchase. They show, to my mind, that there is no serious falling off in the prosperity of the Island.

Sugar, 3½ lacs, shows a decrease of Rs. 51,000 compared with 1900, but an increase of Rs. 33,000 compared with 1899. The imports of sugar have made wonderful strides during the last ten years, increasing three-fold. The imports last year were unprecedented, and stocks were heavy at the end of the year; the fact that the figures for this year show an increase of Rs. 33,000 over 1899 (itself a year of great prosperity), and that, too, in spite of extremely heavy importations in 1900, shows that there is but little significance in the falling off from last year's figures.

Kerosine Oil, exceeding 5 lacs, and showing an increase of Rs. 58,000 and Rs. 91,000 respectively over 1900 and 1899, points to the steadily extending use of this luminant in the stead of the more expensive vegetable oils of local production.

Other Goods, nearly 12 lacs, give a decrease of nearly a lac compared with 1900, but an increase of Rs. 117,500 over the figures of 1899. As in the case of sugar, the increase compared with 1899 robs the decrease compared with last year of much of its significance. The causes of the decrease are due mainly to the following :—

(*a*) Tightness and great scarcity of money during the early months of this year.
(*b*) Depression in the plumbago trade.
(*c*) Over-trading by Pettah shopkeepers in 1900, and consequently very heavy stocks at the beginning of this year to be worked off.

The tightness of the money market has, however, passed away; and the plumbago trade, about which I shall speak more fully, though not booming, is undoubtedly emerging from the depression caused by over-production and inflated prices, as the export figures show; while the Pettah traders' stocks resulting from last year's reckless trading are being gradually absorbed.

Exports.—Plumbago : Royalty for the year Rs. 87,000 odd, an increase of Rs. 16,300 over the figures for 1900, but a decrease of Rs. 33,600 compared with 1899.

The fall in prices accounts for the very heavy losses sustained by traders, who purchased large stocks during 1899 and the earlier months of 1900 and are now "unloading" at a sacrifice. At the same time current prices are very greatly in advance of those of 1895, 1896, and 1897, when plumbago was a paying industry, and there is no reason to doubt but that, when once the accumulations of the "boom" period are worked off, there is a prosperous future before this mineral. As regards these stocks, the exports for the last three months show that they are rapidly being reduced.

	Cwt.
In July	48,424
In August	33,260
In September	52,760

were exported from Colombo alone, and when it is remembered that the output has been very greatly restricted, there can be no doubt that exhaustion of stocks will soon be within measurable distance. In plumbago, therefore, a revival of activity may be expected. The demand has already increased slightly, with the result that 10,293 tons have been exported up to end of June this year, as against 9,861 tons last year. The price of plumbago in 1900 and the first half of 1901 was lower than in 1899, but higher than in 1897 and 1898.

The duty on arrack exported aggregates Rs. 28,000, a decrease of Rs. 7,200 and Rs. 20,200 compared with 1900 and 1899 respectively. These figures vary, I believe, with the local price of arrack: when that price falls exports increase, when that price is high exports fall off.

The following statement shows the value of the trade of the Colony for the first nine months of 1900 and 1901:—

1900.			1901.			Increase.	Decrease.
Imports.	Exports.	Total.	Imports.	Exports.	Total.		
Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
87,258,709 75	81,928,555 18	169,187,264 93	82,540,721 33	76,653,770 57	159,194,491 90	—	9,992,773 3

Decrease in the figures for grain, cotton, and sugar account principally for the falling off in imports; while in exports the fall in the value of plumbago amounts to nearly three million rupees; and in the case of tea, exports—although in the first six months there was an increase—have decreased some 2,600,000 lb. in quantity and 2 cents per pound in value—a loss of nearly another three million rupees.

Owing largely to stagnation in the plumbago market, the export trade with the United States of America shows a fall from 136 lacs to 66 lacs; the latter amount, however, is in advance of that for 1898 by about 14 lacs. Trade with Russia shows a marked development, the value of the trade rising from about $2\frac{3}{4}$ lacs to $4\frac{1}{4}$ lacs, due mainly to increased exports of tea to that country.

PUBLIC WORKS.

The total provision for Public Works in 1901 was Rs. 3,988,883, of which Rs. 1,950,130 was for Annually Recurrent and Rs. 2,038,753 for Extraordinary Public Works, although it was anticipated by the Director of Public Works that with the staff available and considering the extent of loan works to be carried out not more than Rs. 1,500,000 would be actually expended during the year.

Owing to the falling off in the revenue, I gave instructions in May last to curtail the expenditure on works chargeable to General Revenue which were not of an urgent nature. The actual expenditure on such works during the first seven months of the year is approximately Rs. 562,000, and the total estimated expenditure to the 31st December is Rs. 1,376,000, exclusive of Rs. 374,000, the probable expenditure chargeable to loans.

Amongst the various works not chargeable to General Revenue, the more important are: The completion and extension of the Boer Prisoners' Camps at Diyatalawa, Ragama, and Mount Lavinia; the construction of additional wharfage, roads, jetties, and sheds, and the extension of sheds at the Customs premises, Colombo; the erection of an additional camp for immigrant coolies at Ragama; and the erection of a block of buildings containing courts and offices at Hulftsdorp—with all of which good progress has been made.

Gravelled roads are being converted into metalled roads where it is found that owing to increasing traffic the former are insufficient to meet the reasonable requirements of the district; and the replacing of the timber bridges by more permanent structures has made good progress. The average cost of road maintenance during the year 1900 was Rs. 423 per mile.

On the 1st January last the incremental system of salaries was introduced into the Public Works Department, the increased expenditure involved having been submitted to and approved by the Legislative Council.

RAILWAY EXTENSION.

The Railways under construction are the Northern, the Kelani Valley, and that from Nanu-oya to Nuwara Eliya and onwards to the Hill Districts of Uda Pussellawa.

The cost of these Railways is estimated at Rs. 11,029,376, Rs. 4,034,780, and Rs. 1,301,351, respectively. On the Northern Railway, which like the Uda Pussellawa Railway is under the charge of Mr. Oliver, the expenditure at the end of July amounted to Rs. 3,200,000. At both ends substantial progress has been made. On the first forty miles at the southern end the works are in hand, including nearly all the bridges and culverts on the first twenty miles. The rails are laid for ten miles, and there is a large quantity of bridge, permanent way, and other material on the ground.

On forty miles of the northern end from Kankesanturai the work is well forward; the rails are laid for twenty miles, nearly to Chavakachcheri. At Anuradhapura also, on five miles on either side work is begun. Labour has been fairly plentiful.

Work on the Uda Pussellawa Railway is in progress on the Crown lands through which the line runs, and the acquisition of the private lands required is now proceeding.

On the Kelani Valley Railway ($48\frac{1}{2}$ miles) land has been acquired up to $45\frac{1}{2}$ miles, and the earthwork has been completed up to 31 miles, and is being vigorously carried on between 31 and 43 miles. Of the major bridges, the masonry of three spans of 60 feet has been completed, and the masonry of three spans of 100 feet and of two spans of 60 feet is in progress.

The Kirillapane bridge (which is to consist of one span of 100 feet and one span of 60 feet) and the Sitawaka bridge (which will consist of four spans of 75 feet) are advancing towards completion; the masonry of 135 bridges and culverts has been completed, and the masonry of 94 bridges and culverts is in progress.

The rails have been laid up to 13 miles 15 chains, and in sidings an aggregate length of 1 mile 11 chains; making a total of 14 miles 26 chains of permanent way laid. The platelaying of the main line has been at a standstill since 5th June, in consequence of the earthwork and bridges not being thoroughly completed beyond 13 miles 15 chains. Platelaying has now re-commenced, and it is hoped will proceed at the rate of about 2 miles a week. Ballast has been laid for a total length of 11 miles.

At Maradana Junction the engine shed and repairing shed have been completed, and the goods shed is in progress. Several passenger station buildings have also been completed.

The supply of labour has been good, but the number of masons obtainable does not enable the construction of the masonry of bridges and culverts to keep pace with the progress of earthwork, for which large quantities of labour have nearly always been procurable, especially in the tea districts.

The work has been somewhat hindered by the very large rainfall, but the health of the staff on the whole has been good, and there have been no epidemics amongst the coolies.

Harbour Extension.

Very satisfactory progress has been made on the works under construction in connection with the Harbour. During the last working season, which terminated on the 31st March, the North-West or Middle Breakwater was advanced 600 feet, making a total of 1,050 feet completed, out of 2,650 feet. The number of sloping blocks set during the season was 2,100. It is anticipated that during the next season a further length of 720 feet will be added, leaving 880 feet to complete the work.

The Patent Slip is now well advanced. The cylinder guide jetty, which is 500 feet long, has been completed, and the concrete blocks forming the under water portion of the slipway are now being set by two overhead 10-ton travellers. Some delay was experienced in getting plant from England owing to the large demand; but since this was received progress has been continuous. It is hoped that the slip will be ready to take up vessels early next year.

The total quantity of material dredged from the Harbour during the twelve months ending 31st July was 337,413 cubic yards, or 506,119 tons. This was all deposited at sea.

Five new sets of moorings have been put down, giving a total of 35 buoys out of 36 provided for. Some of these have still only two screws attached, but by the end of the year the whole 36 buoys will be complete with four mooring screws to each, to enable them to take the largest vessels. The new Breakwater will give shelter sufficient for seventeen more buoys, and these will shortly be put on order.

On the completion of these the Harbour will be capable of sheltering 45 ocean-going steamers, beside smaller craft.

Considerable progress has been made with the Graving Dock works during the year. The cofferdam was completed on the 25th January, and has proved to be a most efficient piece of work. Directly on completion of this work the water inside was pumped out and excavation of temporary sump started, rock being met with in the middle of April at 70 feet below low water level.

The first timbered trench for the south side wall of the Dock was started on 6th May, a length of 300 feet being opened out, and by the end of July 7,880 cubic yards had been excavated from this trench. The total amounts excavated over the site of the Dock to the end of July were 148,935 cubic yards above and 9,487 cubic yards below low water level.

The total amount of stone dressed to the end of July was 24,870 cubic feet. The greater part of the concrete facing blocks for the side walls of the Dock have been made, and all necessary temporary buildings, such as cement shed, concrete mixer house, &c., erected and fitted. Six 2½-ton cranes, together with other plant required for the execution of the work, have been delivered and erected.

Crime.

The great amount of violent crime prevalent in the Island has, as you know, caused me much concern and anxiety since I assumed charge of the Administration in 1896. I do not refer to ordinary crime—in respect of which the Colony can challenge comparison with other countries under similar conditions—but to assaults with the knife, generally committed in the open day without premeditation under some sudden impulse of anger. Year by year I have taken you into my confidence and explained the vigorous steps taken to combat this great evil, and last year I was in a position to congratulate you on a very marked decrease in this class of crime during 1899.

I much regret to have to tell you that this improvement was not maintained in 1900. The number of institutions in all Police and Municipal Courts rose by 6 per cent., while the number of true offences cognizable by the police was 23 per cent. higher, and the number of those offences which are classed under the head Serious Crime 21 per cent. higher. Nevertheless the figures for the year do not compare unfavourably with the figures for the five years 1896–1900. The number of institutions in all courts was indeed 3 per cent. above the average for the five years and 7 per cent. higher than in 1896, but this was due entirely to the increase—of 66 per cent.—in the number of cases instituted in the courts of the two principal Municipalities of the Island—an increase perhaps more a subject for congratulation than for regret, being due, as it is, to increased energy and vigilance on the part of those Municipalities in the interests of sanitation. The number of institutions in Police Courts was not above the average—it was actually between 1 and 2 per cent. below the average, and ·8 per cent. lower than in 1896. The number of true offences cognizable by the police was 2 per cent., and the number of cases of serious crime ·5 per cent. above the average, while they were 2 and 13 per cent. respectively below the average for 1896. The proportion of serious crime to population was 1 to 1,114, as against the average for the five years of 1 to 1,093 and 1 to 896 in 1896. Homicides were 6 per cent. above the average and 2 per cent. above the number for 1896, while the number of men convicted of the capital offence was 38 per cent. and the number of executions 35 per cent. above the average. The number of homicides, however, is not the true measure of the state of violent crime, for whether an assault with the knife causes death or grievous hurt is generally a mere accident, and accordingly, to arrive at an accurate conclusion, cases of homicide and of grievous hurt must be taken together. It is gratifying there to find a decrease of 13 per cent. below the average and below the number for 1896.

Besides the number of homicides, the only unsatisfactory feature of the returns for 1900 is the number of burglaries—27 per cent. above the number for 1899 and 41 per cent. above the average for

the five years. This increase, which is confined to the villages,—more especially those of the Western and Southern Provinces, the two most prosperous Provinces of the Island,—is the natural result of the increased prosperity of the villagers, and the almost certain impunity which continues to accompany the commission of the offence, owing to the habits of the people and the nature and situation of their houses. To shut up the doors of the house and go to sleep in the verandah on one side of it, as the men of the house customarily do, partly for the sake of coolness and partly to protect from theft their cattle, garden produce, and stored grain, is to invite the burglar to break in on the other side, and the invitation is readily accepted if the walls of the house and the fastenings of its doors and windows are of the usual flimsy description. And this impunity will continue until villagers learn to combine and secure an efficient service of night watchmen; or unless by a greater severity of punishment than they are at present accustomed to inflict, in the few cases where conviction is secured, judges can induce the belief that the gains of the offence are not commensurate with the suffering that must follow detection in it. In Colombo the vigilance and energy of the police resulted in the decrease of 40 per cent. in the number of burglaries effected and attempted and the very high percentage of 22·22 per cent. of convictions. The percentage of convictions for the whole Island was 15·18 per cent.

The Western Province had the worst record of serious crime in 1900,—with 1 serious crime in every 680 of population,—closely followed by the Southern Province with 1 in 696; while the Eastern Province showed the best record of 1 in 4,248, and next to it the Northern with 1 in 3,197.

The number of true cases of grievous hurt with a knife or similar weapon was 15 per cent. lower than the average for the five years and 23 per cent. lower than the number in 1896. Against this it is discouraging to note that the number of cases of ordinary hurt with the same weapons, which in 1899 was lower than the number of any of the three preceding years by a percentage varying from 5 to 11, increased in 1900 by 3 per cent. over the highest number of the preceding four years and 7 per cent. over the average for the five years.

The figures for the first six months of the current year show no improvement over those for the same period of last year. The volume of crime is not appreciably altered, and although there is a decrease of 19 per cent. in the number of burglaries and of 8 per cent. in the number of thefts of cattle and prædial products, yet these gains are dearly bought at the price of an increase, confined to the Western, North-Western, and Uva Provinces, of 14 per cent. in the number of violent crimes against the person, for which it is difficult to account.

A close comparison of the crime of the two quinquennial periods of 1891–1895 and 1896–1900 is impossible, as it was not till 1894 that the system of differentiating true cases from false was introduced. Moreover, a large number of offences are now reported, recorded, and investigated which previously passed entirely unnoticed, as for instance, the cases which came under the head "Offender unknown." These are numerous, yet formerly, say in 1896, none of them would have been recorded: unless a specific person was charged no case would have been instituted and no investigation held. Nevertheless, a comparison of the figures common to the two periods shows that while during the decade 1891–1900 the population of the Island increased by nearly 19 per cent., the number of institutions in Police Courts in 1900—the mean year of the second period—was higher than the number in 1891—the best year of the first period—by 8 per cent. only. The number of convicts admitted to prison decreased by 8 per cent., partly owing to the operation of the law regarding first offenders, and very largely to the decrease in the number of cases of theft, the offence which makes more convicts than any other, resulting from the continued and increasing prosperity of the country—a decrease of 21 per cent. in all thefts, rising to 58 per cent. in the case of thefts of prædial products. The number of all offences against the person remained practically stationary, but more of such cases came for trial before the higher courts in the second period, though whether that was due to an increase in the number of true cases of serious personal violence or only to an increase in the percentage of true cases detected and pushed to trial, it is impossible to determine. There was an increase in the number of statutory and minor offences, the prosecution of which depends on the activity and zeal of the police; and cases of burglary and its cognate minor offences increased by 73 per cent.

The unfortunate prevalence amongst the Sinhalese people of serious personal assaults remains the great problem of Criminal Administration. Rigorous prosecution and severity of punishment may bring about a temporary diminution, but there can be no radical improvement until under the ameliorating influence of education and discipline a new generation arises, in which the savage instincts of revenge and retaliation have not the complete mastery of reason and humanity. Until then we can only enforce the law and try by its terror to create a public opinion in each village and district which may serve as a deterrent. I have learned, however, to doubt the efficacy of flogging. As you know, I encouraged the infliction of that punishment in the hope it might prove a powerful deterrent in cases of even unpremeditated assaults. I have carefully watched its effect. No sentence of lashes has been imposed until it has been confirmed by me, and I regret to say that I have gradually arrived at the opinion, which is shared by many officers of Judicial experience whom I have consulted, that as regards violent crime, when the element of premeditation is absent, the fear of the punishment seldom deters the man, who, yielding to a savage instinct, acts upon the impulse of the moment; while, on the other hand, it undoubtedly encourages the manufacture of false charges. Under these circumstances I am disinclined in future to confirm the sentence of flogging, except in cases where premeditation is proved. The frequent infliction of so degrading a punishment can only be justified by its value as a deterrent.

It was not found necessary to quarter punitive police in any district or town during 1900, or the period of 1901 that has elapsed.

The Habitual Criminals' Ordinance has done useful work, and its machinery is working well. The number of habitual criminals with over three convictions—the hardened class—increased slightly in 1900. Those with not more than three convictions—the class that there is hope of reforming—show a slight increase in 1900 as compared with 1899, but still a marked decrease of 11 per cent. during the period under review.

There is no doubt that the depression in various industries in the Island during the past twelve months has had a considerable effect on crime. The closing of a large number of plumbago pits has been the most marked in its effects, as it has reduced a considerable number of a special class from comparative affluence to poverty. There are a certain number of people who work in plumbago pits, but do not care to work at many other forms of labour. These have been deprived of their work, and have consequently led for some time past an idle, and in some cases a criminal, life. Others who have worked in the pits take to other forms of labour, but in so doing they compete in the general labour market—already affected by other causes—and oust many who have been previously gaining an

honest living. The effect of this depression in various industries is merely temporary, but it is real while it lasts.

There has of late been a great improvement in the disposal by the courts of juvenile offenders. Only 38 convicted juveniles went to prison in 1900. The remaining offenders of this class were disposed of otherwise. In serious cases—where obviously their home life and influences were tending to make them criminal—the boys were sent to the excellent Certified Industrial School at Maggona, where they have every chance of being well brought up and given a fair start in life.

EDUCATION.

Education continues to make steady progress. Six new Government vernacular schools for boys and three for girls have been opened during the year, while four large vernacular schools have been converted into English schools on a vernacular basis. Forty-three new grant-in-aid schools have been registered, including a school—the first of its kind in Ceylon—for Hindustani-speaking children. The attendance at Government schools shows a marked increase, in consequence of the new rules framed in conformity with the Director's suggestions at the Conference of Government Agents in 1900, and the hearty co-operation of the Revenue Officers in their working.

A scheme has been approved for the introduction of drawing into all our schools, and classes have already commenced in the new Drawing School. A long-felt want has thus been supplied, though it will necessarily be some years before the scheme is in full operation. The School of Agriculture has been closed, and in its stead a scheme has been started for the extension of school gardens, whereby it is hoped eventually to improve the supply and increase the variety of vegetables and fruits throughout the Island, and to teach just so much practical horticulture and elementary botany to the boys as will really be of use to them in their home life. The progress of this effort will be watched with interest.

The question of Training Schools for English teachers, to which I attach great importance, has been under consideration, and the Director of Public Instruction was instructed to prepare a scheme, but unfortunately he has not been able to submit it in time to permit of provision being made in the Estimates of 1902. It must therefore stand over, to my great regret. The Inspector of Schools, Western Province (Mr. A. van Cuylenburg), was sent over to India early in the year in order to study the Madras Educational System in comparison with our own. His report will be laid before you. It affords valuable information regarding the working of the Educational Department in Madras, especially from the financial point of view, which may be useful to you when the inevitable review and re-organization of our own system is undertaken, for the increasing expenditure under the head of Education becomes year by year a subject of great concern and anxiety to the Government. The expenditure for 1901 increased to Rs. 923,277 from Rs. 820,133 in 1900, the average annual increase being about Rs. 42,600. For 1902 the proposed provision is Rs. 949,518, and with the usual supplementary expenditure will probably not fall short of Rs. 1,000,000. In other words, your expenditure on Education has almost doubled in ten years, and this in addition to the large expenditure of the different societies, who co-operate so generously with the Government in this important branch of the Administration. What then is to be done? The Secretary of State has more than once warned me that there must be a limit to our expenditure, but Education, on which the welfare and proclivities of future generations so much depend, cannot be allowed even to stand still. It must advance, but how is the money to be found? As I pointed out last year, the solution of this problem is to be found in inducing, or if necessary obliging, Municipalities, Local Boards, and Village Communities to contribute to the cause of Education within their limits by levying a rate or cess for that purpose. The time has come when the people of this Colony can afford to help themselves, and should cease to look to Government for the supply of every want, however parochial or sometimes even domestic. This principle is generally approved by my advisers and officers, but the question—a very difficult question—is, how to apply it to localities where there are no Municipalities or Local Boards? I appointed a small Committee, consisting of Messrs. Ellis, Ievers, and Wace, to consider this subject, and as soon as their report has been received and considered you will be invited to legislate.

TECHNICAL COLLEGE.

The present number of students on the roll of the College is 185. The number who have finished their course during the last year is 48, and a further number of 21 will finish in a few weeks.

Out of this number of 48 who have already sat for their final examinations, 24 have been passed by the Examiners, but the complete results of the more recent examinations have not yet been determined. Twenty have been drafted into Government Service, in the Surveyor-General's (1), Irrigation (3), Railway (11), and Telegraph (5) Departments; and four possess the Government license under the Ordinance to practise as Surveyors and Levellers.

Since last year a new Department of the College has been opened, viz., the Department of Drawing and Art. The Department has only been opened a few weeks, but there is a total of 38 students now regularly attending various classes. Twenty of these are undergoing a special course of training with a view to qualifying as Teachers of Drawing for service in schools.

SURVEY.

The field work of the Department is for general purposes divided into three branches, Topographical, Cadastral or Block, and Application Surveys. The two first mentioned branches only came into life in 1897, when it was decided to take up, 1st, the surveys required for the production of an accurate small scale map of the Island, which did not then exist; and 2nd, larger scale surveys of all the more densely populated portions of the Island, with two objects in view: (*a*) the settlement of all disputes to land as between claimants and the Crown; and (*b*) the definite demarcation and mapping of all Crown lands within these areas. The third branch has always been present, and though many attempts have been made to eliminate it from the Departmental programme, all have had to be abandoned. I will now refer to the work of each of these sections in the order given.

The Topographical Branch will by the end of this year have covered 12,346½ square miles of country since its inception, and it is confidently hoped that the middle of 1902 will see the commencement of the publication of the small scale map of the Island, and thus supply a crying want of this Colony.

The work during the current season, which will cover 2,800 square miles, has been confined to the Eastern Province, the southern and eastern portions of Uva, and the eastern end of the Southern

Province, thus covering some of the most inhospitable portions of the Island. Progress in this branch has, notwithstanding, continued to be eminently satisfactory; but the hill country will soon have to be attacked in earnest, and experience gained this year in parts of Uva shows that work can scarcely proceed at the pace to which we have been accustomed. However, by adopting suitable methods and instruments, every endeavour will be made to maintain as rapid a rate of progress as is possible, while ensuring the requisite amount of accuracy.

The staff employed on Block Surveys in former years has been considerably curtailed this year in order to overtake the arrears of Application Surveys, and the work has, as previously arranged, been concentrated in the Southern and North-Central Provinces. The outturn will be fully up to that of previous years, considering the smaller number of surveyors employed. It is anticipated that an extent of 84,550 acres will be mapped as the result of this year's field work, making a total in this class of surveys since 1896 of 890,030 acres, or 1,390½ square miles.

In my last Address I explained to you that it had been found necessary to increase the strength of the Application Branch to enable it to deal with the large amount of arrears of applications in hand, and the result as regards the field work has been highly satisfactory, so much so, indeed, that the staff has already been again considerably reduced, this class of field work being now well up to date. The surveyors thus available will take up block surveys in their respective Provinces for the current year, and will again be available, if required, to meet a sudden rush of applications. Up to the end of June no less than 1,372 applications for the purchase of Crown lands had received attention, and it is estimated that by the end of the year the number will be increased to the unprecedented total of 2,300, besides 1,500 special surveys made on requisitions by the Government Agents. As the block surveys cover the country, the cost of surveying land for applicants will be reduced to a minimum, and they will not be subjected to the inordinate delays they frequently have to endure under the present system before their wants are attended to.

Railway Acquisition Surveys have not formed such a serious item in the duties of the Survey Department this year as they did in 1900, still they have reached a total of 894 lots. They are now practically completed for all the lines under construction.

The staff of the headquarter office has been heavily taxed during the last two years with endeavours to keep up with the work accomplished in the field. In 1898 the extension of the office was carried out to meet the existing demands on its resources, and in January, 1901, a small increase of five supernumerary draughtsmen was added to the staff; this is, however, now reported to be quite inadequate, and if the issue of plans is to keep pace with the receipt of surveys, a further extension and increase to the staff may be necessary.

Working of Royal Botanical Gardens.—Tea and Other Products.

Mr. Willis, the very able and energetic Director, reports that the scientific sub-department has been fully organized, and a large amount of work has been carried out by it. The chief desideratum in organization is now the further division of the sub-department of gardens into the Botanic Gardens proper, and an Experimental Garden, where large experiments may be tried with staples, or with plants that may become staples, leaving experiments on the minor plants and the cultivation of ornamental plants to the Botanic Gardens. By the purchase of Gangaroowa estate, facing the Peradeniya Gardens, an unrivalled site for experimental work has been secured, and in future all work with tea, coffee, cocoanuts, camphor, cinchona, tobacco, fibres, fruit, &c., will be carried on upon this site on a scale sufficient for the practical commercial testing of the results and products for the information of all interested in agricultural enterprise in the Colony. With the experimental garden it is proposed to combine the training of a few students, and thus supply the place of the Agricultural School in Colombo now closed. The training will be of a strictly practical character, and almost entirely out of doors, the garden being worked like an estate.

The general condition of the crops of the Island in regard to diseases is distinctly better than usual. This is partly due to the work of the Mycologist and Entomologist, who have done much to spread a knowledge of the principles of sanitation and of treatment of disease in its early stages among planters and others. They have reported, mainly by letter, on over 750 cases of disease during the year, and have travelled over a large area giving advice and help. They have also carried out a large amount of scientific investigation into the life-histories of insects and fungi, especially those which are or may become harmful. Mr. Green has also devoted a good deal of attention to the question of mosquitoes and malaria, with a view to the discovery of preventive measures against this scourge.

With the view of obstructing as much as possible the introduction of disease into the Island, an Ordinance has been passed empowering the Government to prohibit the importation of plants from infected countries, or to require them to be fumigated on arrival, according to the necessities of the case. A small fumigating chamber is about to be built at Kochchikada for the treatment of imports.

Tea has passed through a critical period. The year 1900 was distinguished by an unusually favourable season for heavy flushing in most of the Ceylon tea districts, and there appeared also to be a prevalent belief that common teas were likely to find a good market. The result was a total of shipments far in excess of the estimate, no less than 149,264,602 lb., or 19½ million pounds above the exports in 1899. This heavy increase, more especially in tea of poor quality, combined with large shipments from India, led to a rapid fall in the average price, until towards the end of the year and during the first half of the present year it approached a figure that could leave little or no margin of profit to a certain proportion of the producers. For a time production had overtaken consumption, checked as the latter undoubtedly was to some extent in the United Kingdom by the Imperial War Tax of twopence additional per pound on our staple; and with large stocks the prospect before Ceylon and Indian planters was at the opening of the present year by no means bright. But the Planters of Ceylon, as in former crises, rose to the occasion, and by plucking finer leaf and preparing a better quality of tea have gradually circumscribed shipments and established a standard for which a much better and improving average price is now offered in the London market. The prospect then, at the present moment, is by no means unfavourable to the Ceylon tea planter. Let us hope that the lesson has not been lost, and that he has learned how shortsighted it is to rush the home market with large quantities of common tea, and how much wiser it is to endeavour, as far as possible, to make tea of good quality. Any extension of planting being for the present stopped, it is improbable that production will again be allowed to outstrip the combined requirements of home and foreign markets. Further, let us hope for an early termination to the troubles in South Africa and for the consequent removal of the war levy on tea, followed by a

better progressive rate of consumption in the United Kingdom. In regard to foreign markets, the progress made—more especially in Russia—continues to be satisfactory, and there is good reason to believe that the manufacture of pure green tea to suit the American market will benefit the local industry. The record for the six years so far as available may be given as follows :—

Total Exports of Ceylon Tea.

	lb.	Increase on previous Year. lb.
1896 ...	108,141,412	10,000,000
1897 ...	116,054,567	8,000,000
1898 ...	119,769,071	3,700,000
1899 ...	129,894,156	10,000,000
1900 ...	149,264,602	19,500,000
1901 (Estimate) ...	146,000,000	Decrease

The progress in shipments to countries other than the United Kingdom may be noted.

Export of Tea from Ceylon to the following Countries.

	Australasia. lb.	Russia. lb.	All Countries outside United Kingdom. lb.
1896 ...	11,062,832	201,313	14,205,051
1897 ...	13,258,456	439,349	17,124,508
1898 ...	15,126,891	2,714,003	23,635,138
1899 ...	15,606,833	3,949,740	25,946,032
1900 ...	17,606,912	8,917,185	34,671,446
1901* ...	15,342,156	6,959,327	28,857,783

* Up to 30th September.

Colombo is clearly destined to become a great market and distributing port for tea. How far its trade and importance might be increased by the removal of certain restrictions, and the imposition of safeguards against the import and export of what is known as "rubbishy" tea, it is for those chiefly concerned to say. Meantime, confidently trusting in the judicious management of plantations, practical experience being aided by Science, I see no reason to doubt the continued well-being of the great planting industry of the Colony.

Cacao is doing well, and on most large estates the canker has been largely eradicated. Cocoanuts, cinnamon, cardamoms, and other smaller products have been in a prosperous condition during the year.

Of new products, rubber claims the first place. Exports of appreciable quantities have commenced, and the prices obtained have been most satisfactory. The latest market report contains the entry "Best Para, 3*s.* 9*d.*; Ceylon, fine, Para sort, 4*s.* 1¾*d.* per lb." This cultivation may now be considered established in the wet low-country districts.

Camphor has continued to attract attention, and bids fair to prove a paying minor product for many parts of the south-west and the hills. Samples prepared from trees grown in the Botanic Gardens have lately been valued at 126*s.* per cwt. The yield of camphor from clippings of leaves and young twigs is about 1·2 per cent. and the preparation is cheap, so that in places where 16,000 lb. of clippings can be obtained from an acre in a year, there is little doubt that it will pay well.

Of other minor or new products, tobacco continues to extend, also vanilla, pepper, cinchona, and tapioca: the roots of the last named are, however, only used as yams, and not for the preparation of tapioca. Citronella oil is in a very depressed state, owing to over-production and to low prices, with new competition in unadulterated oil from Java. The adulteration of our oils is so wholesale and so shameless that it is difficult to foresee any remedy for the depression, unless the cultivation be taken up by large manufacturers. A detailed investigation has been made, and a report will soon be published.

Investigations are being made into the Ceylon gutta-perchas, ebonies, and other subjects. The laboratory here has been used by numerous visitors, in addition to the staff of the Department. A scientific journal, the "Annals of the Royal Botanic Gardens, Peradeniya," has been established for the publication of the technical and scientific part of the work of the Department. The subordinate clerical and gardening staff has been re-organized with an incremental system of pay, resulting in a slight saving. The Department has assisted the Department of Public Instruction in the starting of the new system of School Gardens, providing numbers of useful plants of the best varieties.

HOSPITALS.

I have repeatedly drawn your attention to the increasing expenditure under the head of "Medical Administration," and have reminded you more than once that there must be some finality in that increase. The solution of the difficulty must be the same as that proposed in the case of Education—localities must share the expense of supplying their medical requirements. At present patients who can pay are supposed to do so, but as regards outdoor dispensaries, at least, the payments thus made are quite voluntary and therefore insignificant. The Department continues to be admirably administered under the supervision of Dr. Perry. The appointments of Dr. C. T. Griffin and Dr. A. J. Chalmers, F.R.C.S., respectively as Assistant Principal Civil Medical Officer, and Registrar (and Tutor) to the Ceylon Medical College, should greatly conduce to efficiency and to the more thorough training of students. The work of the Department has been greatly increased by the medical charge of the Prisoners of War at Diyatalawa, Ragama, Urugasmanhandiya, and Mount Lavinia. The responsibility, under any circumstances serious, was much intensified by grave outbreaks of enteric fever—imported by the prisoners—which occurred at the beginning of the year. An alarming call was made on the Department, but it responded admirably. There were no less than 697 cases during this epidemic. In the beginning the fever was of a bad type, but owing to the care and skill of the medical and nursing attendance the death-rate was only 8·48 per cent. The death-rate from causes other than enteric during the fourteen months of their detention has been only 1·01 per cent., or, excluding also deaths from the epidemics of measles and mumps, also imported by the prisoners, only 7·87 *per thousand.* This excellent health is greatly due to the unremitting care and attention of Dr. Perry and his staff, more especially Dr. Garvin, who as Principal Medical Officer in charge of the Camp at Diyatalawa, where nearly 5,000 prisoners are confined, had the brunt of the work and the responsibility to bear, and is

also convincing evidence of the salubrity of the climate of Diyatalawa. It is satisfactory to know that the very efficient and unremitting labours of the Medical Department are gratefully appreciated by the Prisoners of War.

Many necessary additions have been made during the year to dispensaries and hospitals, and it is expected that the new hospitals for Maturata, Pussellawa, and Dimbula, and the Infectious Diseases Hospital at Nuwara Eliya, will be finished by the end of the year.

General Health and Sanitation.

The public health from the beginning of the year has been on the whole satisfactory. There has been an absence of severe outbreaks of infectious disease. Only five cases of cholera have been imported, of whom two died; this disease was confined to recently arrived coolies from India, and did not spread. Smallpox has broken out in several localities; the Eastern Province has alone been free from this scourge. The Western Province has had the largest number of cases, but by the employment of vigorous sanitary methods and vaccination and re-vaccination this disease is well under control. Enteric fever has been prevalent in some of the larger towns, notably in Colombo. The cases of this disease are now better located and controlled by the enforcement of the regulation which necessitates their notification to the proper authority.

Plague has for another year been kept from the Island. This satisfactory condition may be put down to the following causes: (1) That Colombo is not a terminal port; (2) that vessels do not come alongside any pier; (3) that vessels and their crews coming from infected ports are thoroughly inspected before leaving those ports; (4) that the Plague Committee, under the presidency of the Hon. Mr. Taylor, continues to be vigilant and fully alive to its responsibilities; and (5) to the good work performed by the Port Sanitary Officers.

Sanitation.

The tendency of all towns and villages is towards improvement in sanitation, as the general public become better educated as to the importance of sanitary measures; but much remains to be done in the way of drainage, water supply, and the disposal of sewage in many towns and villages. This, and especially as regards the water supply, is a subject which will require the vigilant and generous attention of the Government, as well as of the district officers.

I rejoice that the important questions of an increased water supply for, and the improved sanitation of, Colombo are now practically settled. The Commission appointed to report on the Sanitation and Water Supply of Colombo submitted their report, and the Secretary of State has now sanctioned the following arrangement:—The Government to undertake the remaining duplication of the water main from Labugama, estimated to cost Rs. 2,000,000, on the condition that it is relieved from all further liability in respect of the water supply of Colombo; the Waterworks to be handed over to the Municipal Council; the Government to raise for the Municipal Council a loan of Rs. 3,000,000 for the carrying out of a drainage scheme, charging the Municipal Council ½ per cent. interest in excess of that paid on the loan; the Government to pay the Municipal Council Rs. 65,000 per annum in commutation of rates on Government property for a term of seven years, when the arrangement will be revised. The Municipality has wisely accepted these liberal terms, and consequently the great wants of Colombo, on which its future welfare so largely depends, should be supplied at an early date.

Post Office and Telegraphs.

Since I addressed the Council last year there has been a marked advance in the work of the Post and Telegraph Department. The excess of expenditure over revenue in 1900 is Rs. 102,000, as compared with Rs. 58,000 in 1899, but excluding capital expenditure, such as cost of buildings, there is a surplus of Rs. 30,600, as against Rs. 14,400 in the previous year. The money order business increased 21 per cent., and the telegraphic orders show the extraordinary increase of 55 per cent. 3,000 new accounts were opened with depositors in the Post Office Savings Bank. 231,000 parcels passed through the Post Office, being 32,000 more than in 1899.

The parcel rates between India and Ceylon have been reduced by nearly 50 per cent., and at the same time an arrangement has been made with India under which the postage on parcels is now divided, and Rs. 10,000 a year may be counted upon as added to the Ceylon revenue.

An overland parcel service with the United Kingdom has been established, by which, for a small extra charge, a week may be saved in transit; and direct parcel services have been arranged with Natal, with France, and with the Dutch East Indies, and through Natal parcels are sent to the other colonies of British South Africa.

Prior to this year insured parcels could only be sent to India and London and to certain countries *via* London. We have now direct exchange with the Straits Settlements, Hongkong, and British and German Agencies in China; New South Wales, Victoria, Tasmania, and New Zealand; with Egypt, France, and Germany; and it is hoped shortly to include the other States of the Australian Commonwealth, Malta and Gibraltar, Mauritius and Natal. Parcels insured and uninsured can also now for the first time be sent to the United States of America through India. A further important improvement has been effected by the utilization of the German mail steamers, by which a weekly parcel service is now established to the Far East.

Prior to 1901 money orders on British Colonies and Foreign Countries could only be obtained at Colombo. They are now available at every Post Office in the Island, and a direct money order system has been arranged with Natal, and through Natal with the rest of British South Africa.

The telegraph line to Mullaittivu was completed early in 1901, and there is now no revenue office not connected by telegraph with Colombo, but the execution of the works provided for in the Supply Bill of 1901, namely, the telegraph lines to Deltota and Teldeniya, and the re-arrangement of the Kandy and Nuwara Eliya lines, is awaiting the arrival of the materials from England.

The metallic return circuit on the telephone system in Colombo is not yet completed, 2 miles of posts remaining to be erected and 105 miles of wire to be stretched.

An Accountant's Branch has been organized, and it is believed that the recent redistribution of the duties of the European Staff will result in improved efficiency and benefit to the Colony. Very heavy work was thrown on the Telegraph Branch during the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York, and the efficient manner in which the large amount of press messages was despatched is deserving of recognition.

FORESTS.

The period of successful working entered on by the Forest Department in 1899 has continued. During the past year the excess of revenue over expenditure, including value of timber on lands sold, or granted free for public works or charitable purposes, amounted to Rs. 125,175. Sales of forest produce during the present year up to date have resulted in a cash surplus of Rs. 56,688·52. Considerable stocks of timber felled in the earlier months of the year have still to be disposed of, which, when sold, will largely increase this surplus.

About 4,000 matured trees, found in the course of the enumeration surveys now being carried on, have been stamped, and tenders have been called for their purchase as they stand in the forest. Such tenders as have already been received encourage the hope that satisfactory results will follow this method of disposing of forest produce.

The Central Timber Depôt, Colombo, continues to be worked to much advantage. During last year timber and charcoal of the value of Rs. 149,011 was sold from it at remunerative prices. During the first seven months of the present year some 1,236 logs of ebony, satinwood, and other timber have been sold for Rs. 54,205, and there is every reason to believe that the sales will exceed those of last year. A system of regular quarterly sales of ebony and of monthly sales of satinwood and other timber has been commenced, and promises to yield good results.

During last year 92,615 chains of forest demarcation lines were opened, widened, or re-cleared at a total cost of Rs. 33,893. During the first six months of the present year 29,998 chains of lines have been similarly opened at a cost of Rs. 13,266.

Some 623 acres of land at Galboda were purchased during the year, for the sum of Rs. 18,000, for the extension of the Railway Fuel Plantations. It is estimated that the purchase money will be more than recovered in the near future by the sale of timber and firewood from the blocks of forest on the land.

RAILWAY ADMINISTRATION.

The Revenue for 1900 was Rs. 8,239,679, against Rs. 7,626,889 in 1899, an increase of Rs. 612,790, and the net receipts, *i.e.*, the amount available for profit, exceeded those of the preceding year by Rs. 343,508. 1900 was an exceptional year in many respects, but principally on account of the arrival of the Boer Prisoners of War, whose advent contributed nearly Rs. 280,000 to the increased receipts of the Railway.

The cooly traffic, too, was abnormal, the receipts from that source alone being Rs. 150,000 more than in 1899. Tea and tea packing gave Rs. 113,000 and rice and manure Rs. 48,000, so that there was a large increase, notwithstanding the loss of Rs. 215,000 occasioned by the reduction of rates in 1899, which loss, but for the large increases mentioned, would have been repeated in 1900. The revenue earned during the first nine months of the present year is Rs. 177,024 under that for the similar period of 1900, notwithstanding that Rs. 50,000 accrued to the Railway on account of the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York. This falling off is to be accounted for by fewer passengers and less goods traffic, especially tea and plumbago.

The falling off in passengers is due to a diminution in the number of coolies travelling this year, but, as has been already mentioned, the number last year was abnormal. The decrease in goods is attributable to the reduction in the output of tea, and the consequent decrease in tea packing and requisites, and, correlatively, manure. The plumbago trade is dull, and accounts (with pit timber, fifth class) for 1,800 tons. Beyond these there is no serious decrease in traffic; indeed it already shows a decided improvement.

The revenue is depressed from several other causes, the principal of which are that the charges on railway material have been entirely remitted, that the reduction on tea and tea requisites (above Nawalapitiya) is enhanced by the falling off of that traffic, and by the reduction in the rates for manure.

The wisdom of relieving the overcrowding of Colombo by reducing the charges on season tickets is confirmed by the continued popularity of the cheap third class tickets, and the concession has been still further augmented and enhanced by the grant of cheap second class season tickets to clerks (and their families) in Government employ.

The train service continues to be improved in convenience and accommodation, and has now nearly reached the limit of capacity of a single line as between Colombo and Mount Lavinia, so that the doubling of the Railway between those points may have to be seriously considered at an early date. In the meantime such relief as is possible by the provision of extra platforms is under the consideration of Government, and the work at Slave Island has already been taken in hand.

During the past year considerable progress has been made with the arrangements for securing the greater safety of trains by the interlocking of the points and signals. The installations at Bambalapitiya, Wellawatta, and Mount Lavinia on the Coast Line, and Alawwa on the Main Line were completed, and are working satisfactorily; and those at Kelaniya, Ragama, and Moratuwa are progressing. When the last three are finished the whole of the busiest part of the line, viz., from Moratuwa to Polgahawela, will be safely interlocked (except Veyangoda, which will shortly be taken in hand).

A forward step of very considerable importance to the travelling public has been taken by the introduction of what is known as the "Tablet" system of working the trains. It is a very expensive improvement, costing about Rs. 3,000 per station; but as it is said to secure the service of trains against any possible chance of collision, and is expected to minimize the delays at crossing stations, it is hoped it may justify the outlay.

Among the many minor works carried out for the greater convenience of the travelling public may be mentioned the provision of extra waiting rooms at Veyangoda and Henaratgoda and the lengthening of the platforms at Watawala and Angulana. Considerable attention has been paid to the sanitation of the Railway stations and their immediate surroundings, and no less than Rs. 13,500 have been spent on this account alone. An improved, and it is hoped a satisfactory, standard of latrines and lavatories has been determined upon, and Rs. 20,000 has been allocated for this work during this year.

The question of a more convenient and commodious central station for Colombo has again revived, and the latest proposal is to place it at Maradana Junction. This would certainly appear to be the best site, as it is practically the centre of the city directly accessible from the Cinnamon Gardens on one side and Mutwal on the other, besides which it is the natural terminus of the Main Line, the Seaside Line, and the Kelani Valley Railway. It is proposed that the new station should be a handsome structure worthy of the importance of the city, provided with ample booking offices, waiting and refreshment rooms, electric lifts and electric lights, cloak rooms, lavatories, &c.

Rs. 300,000 were expended in the purchase and erection of six new train engines and one new shunting engine, and Rs. 100,000 on extra rolling stock. The Department is continuing to fit its vehicles with the vacuum brake, and Rs. 20,000 has been spent on this account. This work should now soon be complete. New machinery for the locomotive shops has been provided to the value of Rs. 27,000, and two new travelling cranes for the Ways and Works Department at a cost of Rs. 15,500.

There has been no serious slip or washaway during the year, the only one of importance being in July, when a rock weighing about 500 tons fell on the line on the Kadugannawa Incline and blocked the road from the 21st till the 24th ; but, on the other hand, there has been a serious increase in the cost of permanent way materials, the price of rails having risen from Rs. 97 per ton in 1899 to Rs. 143 per ton in 1900, involving us in an extra expenditure of Rs. 40,000.

IRRIGATION.

The Irrigation Department continues to extend its operations. It now possesses a large but scarcely adequate staff. Besides the Director and his able Assistant, Mr. Parker, there are now employed eighteen Engineers, assisted by four Irrigation Surveyors, five Assistant Irrigation Surveyors, three Irrigation Inspectors, one Head Overseer, and seven Sub-Inspectors. There are also in charge of village tanks eight Chief Irrigation Inspectors, assisted by three Irrigation Inspectors and thirty-two Sub-Inspectors. Excepting the Irrigation Engineers, nearly all the Staff are Ceylonese, and ten are passed students from the Technical College.

The total expenditure in 1900 was Rs. 504,024, of which nearly Rs. 200,000 was on account of work of construction and improvement directly under the Director of Irrigation. During the first seven months of the present year the expenditure has been Rs. 419,272, which is accounted for as follows : Construction and improvement works under the Director of Irrigation Rs. 212,333·31, minor and village works Rs. 8,835·07, repairs Rs. 4,387·97, maintenance Rs. 45,411·12, surveys Rs. 16,816·67, establishment Rs. 116,211·40, miscellaneous Rs. 15,276·52.

The work done this year includes progress in the construction of the Kanukkeni tank in the Northern Province ; the Vakaneri, Rugama anicuts, Sagamam and Vammiyaddi, Tembittiya and Peruveli tanks, which will irrigate about 28,000 acres. Preliminary works at Unichchai in the Eastern Province ; the Kalawewa Yoda-ela, Maha Illuppallama, and Minneri tanks in the North-Central Province ; the Deduru-oya works in the North-Western Province ; and the Walawe-ganga extension in the Southern Province, are also being proceeded with. Excellent progress has been made on the Giant's tank, which is already benefiting a considerable tract of country, and which will eventually irrigate 15,000 acres.

The preparation of the following estimates has been completed, namely: Unnichchai, Minneriya, Kelani flood bank, and the Tissamaharama and Yodiyawewa extension.

The following important surveys are in progress : The Karachchi scheme, for irrigating about 20,000 acres round the station at Parantan on the Northern Railway, about 35 miles from Jaffna ; the Vavunikulam scheme, for irrigating the valley of the Pali-aar, within reach of the Mankulam station on the Northern Railway ; and the Pavatkulam tank, about 6 miles from Vavuniya station on the Northern Railway, a tank of about 2,000 acres, but whose irrigating capacity is as yet undetermined ; Mahagalkadawala, about 3 miles from Madawachchi station on the Northern Railway, a large tank connected with other important schemes in the valley of the Malwatu-oya and also with Kalawewa ; Mahakanadarawa in the same valley as the last-named one, about 8 miles to the east of Anuradhapura station on the Northern Railway ; Nachiyaduwa and Nuwarawewa in the valley of the Malwatu-oya near Anuradhapura railway station on the Northern Railway ; and, finally, the survey of the chain of works on the Hakwatuna-oya and Mi-oya, irrigating land adjoining the Northern Railway from Maho to Galgamuwa stations. These works, if carried out, will, with others, some working and some still uninvestigated, provide a chain of irrigation works from Kurunegala to Elephant Pass, that is to say, along the whole length of the new Northern Railway. In addition to the above, surveys are being prosecuted for the extension of the Patipolaiaru scheme in the Eastern Province and the construction of tanks at Kondevaddavan and Valattipattikulam to irrigate some 10,000 acres, part of it already sold but awaiting a supply of water.

Surveys are also in hand in the Southern Province of the scheme for irrigating about 10,000 acres on the left bank of the Walawe-ganga, including the construction of a tank at Kogalla of about 1,000 acres, and, it is hoped, the carrying of a channel of fresh water into a valley from which it can flow to Hambantota town, without excessive or disproportionate cost.

Labour has been a difficulty, the supply in the Eastern and North-Central Provinces proving both expensive and insufficient for the satisfactory prosecution of the works. Between 500 and 600 Indian coolies were specially imported from India and are now at work, and the progress has proportionately improved, and the rate of earthwork been reduced to a reasonable limit.

Five hundred coolies from Giant's tank were also marched down to work on the Yoda-ela near Anuradhapura, and formed the nucleus of a force which has now reached to 900 daily labourers.

The work at Sagamam also languished long for want of local labour, but I am glad to say that 250 men are now working there, and more are expected.

The Irrigation Ordinance has been amended to meet the altered conditions caused by the formation of the Irrigation Department. The chief points of the amendment are :—

The abolition of the Provincial Irrigation Boards, whose functions as regards the Crown tanks will be undertaken by the Director of Irrigation, and as regards village works by the Government Agents of the several Provinces ;

The proportionate representation of the Crown as owner of Crown land at meetings of landowners held under the provisions of the Ordinance No. 23 of 1889 ;

The raising of the maximum rate leviable in perpetuity to provide for interest on capital expended on, and for maintenance of, irrigation works, from Re. 1 per acre to Rs. 2 ;

The raising of the maintenance rate leviable in perpetuity on works whose total cost has been repaid in ten annual instalments, from 10 cents to 50 cents per acre, the former being found from experience to be quite insufficient.

It also includes penal clauses for the protection of irrigation works.

LABOUR.

During 1899, 24,763 estate coolies landed in the Island; in 1900 the figures amounted to 137,041, and during the first nine months of 1901 to 40,639. Total 202,443. The departures from the Island were as follows: In 1899, 34,088; 1900, 51,581; 1901 (first nine months), 29,999. It thus appears, since January, 1899, the number of arrivals exceeds that of departures by 86,775. This is a state of affairs very favourable to the planting community, and it seems unquestionable that the labour supply is now in a better state than it has been for many years. It should under these circumstances be possible for estate superintendents to place considerable restrictions on the issue of advances, and it is hoped that the introduction of the new ticket system will act further in the same direction.

For the whole year 1900 the charges incurred on account of the upkeep of the Camp at Ragama, and the maintenance of those coolies who were detained in quarantine, amounted to Rs. 21,133·82, and during the first seven months of 1901 a sum of Rs. 6,501·41 was expended in a similar manner.

During the year 1900, 134,134 coolies, and during the first seven months of 1901, 29,415 coolies passed through the Camp. There have been no cases of cholera since October, 1900.

The most important event in the history of the Camp since October last was the handing over at the end of November of Camps Nos. 2, 3, and 4, which are situated apart and at some distance from the Railway, for the Prisoners of War. The cooly immigration was then confined to Camps Nos. 1 and 5. As it happened, the largest number of coolies detained in quarantine was in December, when the accommodation was less than it had ever been. Yet, though there were over 1,000 coolies detained in quarantine, while daily arrivals were being received as usual, there was no congestion or inconvenience of any kind.

It has been found necessary to double the area of the depôt at Tataparai,—a station on the South India Railway 10 miles from Tuticorin, which was opened in October, 1898,—and erect new buildings at a cost of Rs. 14,000. For the convenience of the coolies a Post and Telegraph Office was opened within the depôt in March last. The number of coolies registered at the depôt was: in 1899, 13,437; in 1900, 72,515; and up to August, 1901, 21,083.

When the North road was closed to cooly immigration in January, 1899, it was decided to run a bi-weekly steamer service between Colombo and the ports of Tondi and Ammapatam for the convenience of those coolies residing in the south-eastern portion of the Madras Presidency. The distances between Tondi and Ammapatam and Colombo are 180 and 200 miles respectively, and the journey by steamer takes from twenty to twenty-four hours.

The Immigration arrangements at Tondi are in charge of a Medical Officer of the Madras Government, who inspects and issues certificates to all emigrants proceeding to Ceylon. In July, 1899, a plot of land about 2 acres in extent, adjacent to the place of embarkation but outside the town, was leased, and a shelter shed measuring 100 feet by 15 feet erected. Coolies arriving from the interior can cook and rest here till the departure of the steamer. There are a well and tank of fresh water in this camping ground, and there is no need for the coolies to enter the town.

The Immigration Service at Ammapatam is in charge of an officer of the Ceylon Medical Department, who executes duties similar to those at Tondi. During this year a piece of land 3 acres in extent, adjoining the town, has been leased, on which it is proposed to erect shelters. Both these ports are periodically inspected by the Superintendent of Immigration.

HARBOUR ADMINISTRATION.

The Revenue from Harbour Dues in 1900 was the highest ever collected, amounting to Rs. 1,146,769, or an advance of Rs. 138,556 over the figures of 1899. The excess of revenue over expenditure was Rs. 315,516. Harbour Dues to 1st September, 1901, amounted to Rs. 758,306·61, an increase of Rs. 17,714 over the amount collected for the like period of last year. During 1900, 2,296 vessels, aggregating 3,832,744 tons in tonnage, visited the Port, as against 2,200 vessels with a tonnage of 3,147,776 in 1899. Up to the 1st September of the current year 1,687 vessels, tonnage 2,855,300 tons, visited the Port, as compared with 1,622 vessels, tonnage 2,562,141 tons, during the corresponding period in 1900.

In June of last year the five large iron sheds erected at Kochchikada for grain imports were opened, and have proved admirably fitted for their intended purpose. In spite of this large addition to the storage accommodation of the Port, great difficulty was experienced in October-November in dealing with an unprecedented rush of rice imports. In order to still further improve the accommodation of the Port it was then decided—

(*a*) To increase the length of the Kochchikada jetties;
(*b*) To build two new jetties, to erect another warehouse for transhipment goods, to put up an open iron shed for heavy goods, and to build a quay wall in front of the two large grain sheds in the Wharfage Company's premises;
(*c*) To open a new road behind the Wharfage Company's premises leading into Commissariat street, and to tap the Queen's Warehouse by doors leading into that street, thus largely relieving the pressure of the cart traffic in the Customs premises;
(*d*) To improve the approach road to the Kochchikada grain sheds;
(*e*) To instal electric cranes;
(*f*) To extend the export warehouses along the sea line;
(*g*) An alteration in the Customs Ordinance was determined upon by which importers would be compelled to remove their goods more speedily from the Customs premises.

These additions and improvements are well in hand, and when finished will undoubtedly be found of great service. The question of increased coaling accommodation is one of great importance, and has not been lost sight of, but in the present state of the Harbour Works it is very difficult to effect much in this direction without seriously delaying the works.

CENSUS.

The Fourth Decennial Census of Ceylon was taken on the night of 1st March, 1901, under the able supervision of Mr. Arunachalam. The date was fixed in consultation with the Government of India, and was the date on which the Census of India was taken. The provisional totals of the population of the Island and its Provinces and Districts were published on the 8th March, and the revised figures, with an Interim Report and tables showing the distribution of the population by race and sex.

in the various administrative divisions, were published on the 15th June. The Government Agents and other Commissioners of Census concur in attributing a high degree of accuracy to this Census.

The population enumerated, including the military, the shipping, and prisoners of war, was 3,576,990, against 3,012,224 returned at the Census of 1891, an increase in the decade of 564,766 persons, or 18·7 per cent., *i.e.*, more than double the increase (9 per cent.) in the previous decade, and indicative of a remarkable increase of prosperity. The population, excluding the military, shipping, and prisoners of war, was 3,564,613, an increase of 18·5 per cent. on the previous Census. The Census schedules are now being abstracted, and the Final Report of the Superintendent is expected to be published before the middle of next year.

The following extracts from the report of the Hon. Mr. Ellis, Government Agent, Western Province, are interesting, as testifying to the great increase of prosperity as well as population during the last decade. Although it relates to the Western Province, it is I hope more or less typical of most parts of the Island :—

"The increase in the population of the Western Province has been very consistent, and the results of the Census show an advance on the figures of 1891 of 18½ per cent.

"The decade has been one of marked prosperity.....Everywhere there is the same evidence of a steady and marked improvement in the condition of the people.....In fact the villager's condition has vastly improved. There is no better evidence of this than the results of the land sales of the last few years. Since 1898, 3,729 acres of land have been sold. Of these, only 437 acres have formed blocks of more than 25 acres. The number of small lots sold amounted to 2,155, and they were sold almost entirely to villagers. There can be no better guarantee than this of the general well-being and prosperity of the Province. When every villager has a piece of land—small though it may be—of his own, he is given a stake in the interests of law and order, and feels that he is at least removed from the fear of urgent want.

"It would also appear that the prosperity of the Colombo and Negombo Districts depends but little on the success of tea. It is found that the sale of land in small lots is more profitable than the disposal of large blocks for tea estates.

"Again, the general prosperity is shown by the working of the Thoroughfares Ordinance. During the last five years only 9 persons have laboured rather than pay road tax; only 204 have undergone one month's imprisonment, and all of these persons were probably perfectly able to pay Re. 1·50 or even Rs. 3, but waited until they rendered themselves liable to pay Rs. 10, with the hope of getting off any payment at all.

"That the villagers are able to spare money for charitable and general purposes is shown by the collections which were made in 1897 and last year in aid of the Indian Famine Fund. In 1897 Rs. 9,079·84 were collected, while Rs. 2,693·60 were collected in the same year for the Jubilee Memorial Fund. In 1900 the collection (Rs. 14,614·72) was the largest for the Island. It must be remembered, too, that these sums do not include many individual contributions of large amounts made to the general fund.

"No poor laws are needed in a country where every village supports its own poor, and those who are unable to minister to their own wants are maintained by their neighbours.

"The signs of general prosperity are to be seen everywhere. In nearly every village, and especially in the neighbourhood of Moratuwa and Panadure, it is a common thing to see a new wing being built to a house or a storey added. The variety of goods displayed in the village boutiques also exemplifies the truth that 'civilization is the desire for more things and the getting them.'

"With the advance in wealth there has also been an improvement in education. Between 1890 and 1900 the schools receiving aid in the Province have increased from 467 to 563, while other evidence of the spread of education is seen in the number of postal receiving offices in the Province, which have more than trebled during these ten years. An improved education and an assured well-being appear to have aroused new interests and awakened new ambitions. The decade has been the age of Associations and Societies. Many of them doubtless the work of youthful 'Catos who gave their little senate laws, and sit attentive to their own applause.' But even these encourage many persons to take an interest in local matters to which before they were quite indifferent.

"It has always been our policy to foster the spirit of local government, and every indication of the growth of such an interest should be encouraged and directed into channels where it can work usefully and efficiently. Much has been done during the past ten years to improve the status and influence of the village councillor and entrust him with more responsible duties than he has hitherto performed. The village councils, for instance, have been entrusted with the duty of recommending candidates for the post of headmen within the district which the council represents. Previously the recommendation was made by the Mudaliyar. The new system has worked admirably, and it is unlikely that the councillors, who are elected to represent the interests of the neighbourhood, will entrust the maintenance of law and order to persons quite unfitted for the task and likely to bring discredit upon those who selected them."

THE PRISONERS OF WAR.

Although the management of, and arrangements for, the Prisoners are not matters which directly concern this Council, yet a few details regarding a subject in which the Colony is so interested, and to which the different Departments of the Government have given so much time and labour, may not be out of place. The Prisoners are mainly interned at Diyatalawa and Ragama. Thirty or forty officers live on parole in the unoccupied jail in Hambantota, and some 200 Prisoners—who will probably be increased in numbers—who have incurred unpopularity by having offered to take the oath of allegiance, are quartered at Urugasmanhandiya.

The Diyatalawa Camp is situated on undulating ground 4,200 feet above the sea and about a mile from Diyatalawa Railway Station.

The Camp, as originally planned, was intended to accommodate 2,500 Prisoners of War, and was completed at the beginning of August of last year. The huts for Prisoners of War are of corrugated iron, with iron frame work, 120 feet long and 20 feet broad, with wooden flooring. A portion of these was erected on contract under the supervision of the Public Works Department, and the rest, together with the necessary complement of kitchens and wash-houses and the buildings for the accommodation of the Camp Staff, were erected by the Public Works Department.

The Camp is enclosed by an entanglement, which, as originally constructed, was partly of plain and partly of barbed wire, and was first put up by the Royal Engineers. Recent additions and alterations have been made by the Public Works Department. In view of the additional batches of Prisoners of War which it was agreed to receive, additions were from time to time made to the Camp, and the Camp has now a circumference of nearly two miles, and accommodation for 4,500 Prisoners of War, at 56 per hut. The present strength of the Camp is 4,451 Prisoners of War, of whom 62 are officers. The entanglement is lighted by 36 arc lamps; supplemented by two flare lights, and the Staff and Military buildings are also lighted by electricity. Among recent additions to the buildings are recreation halls for the Prisoners of War and the Troops, and school buildings, workshops, and a swimming bath for the Prisoners of War.

The schools are well attended, English, Dutch, French, German, Shorthand, Reading, Writing, Arithmetic, &c., being among the subjects taught. In addition, the Prisoners of War spend a good deal of time in the workshops, and turn out a number of articles in wood, bone, horn, &c., which command a ready sale. An attempt is being made to start a Technical School to encourage the practice of useful handicrafts.

Access to the Camp is gained by a metalled road, and a wire tramway has been provided for transport of goods from the Railway, while within the Camp a considerable length of light tramway has been laid.

The water is obtained from streams on Roehampton and Kahagalla estates, and is brought down in iron pipes. Both supplies have been repeatedly analysed and reported pure and free from contamination.

Recreation grounds have been provided both for the Prisoners of War and for the Troops.

The first batch of Prisoners of War arrived on the 9th August, 1900, and further batches arrived from time to time, the last being received at the beginning of June, 1901. The total number of Prisoners of War received in the Island is 5,125. Of these, 107 have died and 59 have been released on parole or returned to South Africa for reasons of ill-health and other causes, leaving a balance of 4,959, of whom 4,451 are at Diyatalawa, 316 at Ragama, 150 at Mount Lavinia, and the rest on parole in Kandy, Jaffna, and other places in Ceylon.

Clothing is issued gratis to those Prisoners of War who are too poor to buy it. About 3,000 suits of clothing were originally obtained from South Africa, and the remainder is now being supplied by a local contractor. The Prisoners are allowed the ordinary rations of the British soldier, with a few extras by medical advice. As regards the food supply, every care is taken that the beef and mutton supplied are imported. Australian frozen mutton is issued to Prisoners of War and Troops alike once a week instead of beef, and has been much appreciated. Before being issued the rations for both the Troops and Prisoners of War are inspected by a Board of Officers.

The health of the Camp is good. The total number of deaths at Diyatalawa was 97, giving a death-rate of 24·21 per mille. Of these deaths, two were due to violence, one Prisoner of War being shot while attempting to escape, while another in the course of a struggle received accidentally a blow over the heart, with fatal results. The other deaths were due to disease, the majority, 59, being due to enteric, while 7 others were due to measles. It will be seen that apart from the two epidemics and measles above referred to, the death-rate from disease among the Prisoners of War was extremely small. Both these epidemics were undoubtedly introduced from South Africa. The first case of measles occurred on the 5th September, the patient having come on the ss. "Ranee," and being found to be suffering from measles on the day after landing. The usual precautions were taken, but 251 cases, resulting in 7 deaths, occurred, and it was not until the 25th November that the last case was discharged.

The first case of enteric occurred on the 24th September in the person of a Prisoner of War from the ss. "Bavarian," which steamer landed several cases of enteric in Colombo, some of which proved fatal.

A total of 692 cases have occurred up to date. The epidemic was at its height during November and December, but at the beginning of the year there was a marked diminution, not only in the numbers, but in the virulence of the cases, and the epidemic may now be said to be practically stamped out. The total death-rate from enteric is 8·53 per cent.

There was also a minor epidemic of mumps, this, again, being undoubtedly introduced from South Africa by the Prisoners of War brought by the "Catalonia" in January. The cases were mild, and there was no mortality.

In December last a convalescent camp was established at Mount Lavinia, at first to accommodate only 25 Prisoners of War, but this has now been enlarged so as to hold 150, and is now kept filled, not only with convalescents, but with old, feeble, and debilitated persons.

During January and February 150 Prisoners of War convalescents were accommodated in Colombo Harbour on the transport "Atlantian," but this vessel being required for other purposes, the convalescents on board were transferred to Mount Lavinia. Besides these, a few Prisoners suffering from lung troubles and rheumatism have been accommodated at Jaffna on parole.

Discipline has been well maintained, no serious offence or outbreak of any kind having occurred among the Prisoners of War. There have been 22 cases of escape, but of these 20 were recaptured in the immediate neighbourhood of the Camp; the remaining two were arrested at Rangoon.

No intoxicating liquors are allowed in the Camp, except a limited supply for Prisoners of War officers.

A Camp currency has been started, and is found both to be convenient in use and to discourage attempts at escape.

The site of Ragama Camp was selected in November, 1900, being that portion of the old Camp known as Plague Camps Nos. 2, 3, and 4, the original buildings, consisting partly of cadjan sheds and partly of corrugated iron sheds with cadjan sides, being utilized, with additions erected by the Public Works Department for the accommodation of the Staff and Officers.

The huts for Prisoners of War are divided into two adjacent but separate Camps, each surrounded by a barbed wire entanglement, and provided in addition with an electric alarm in case of an attempted escape. The lighting both of the fence and of the huts is by oil lamps.

The Camp was opened on 8th January, 1901, and on that day 262 Prisoners of War arrived. On the 10th January 25 more were received from the ss. "Catalonia." From time to time this number has been increased until at present on our rolls are 338 Prisoners of War, representing some twenty-five nationalities and countries.

The water supply is abundant and pure. The sanitary condition of the Camp is good. The system of drainage from latrines into septic tanks acts well.

The total number of deaths among Prisoners of War in the Island, including deaths in Colombo, at Mount Lavinia, and Ragama, is 107, of which 62 were due to enteric. The total death-rate on the present strength in the Island is 2·15.

The religious denominations of the Prisoners of War are very numerous, though naturally the Dutch Reformed Church predominates. Their spiritual wants are attended to partly by a special chaplain sent from South Africa and partly by volunteer ministers from among themselves and from different religious bodies in the Island.

Limited leave on parole is granted to Prisoners of War officers and to well-behaved Burghers. Permits to view the Camp are freely allowed to visitors, who are, however, in all cases accompanied by a Camp Policeman.

Subject to censorship, Prisoners of War are allowed to communicate freely with their friends and to receive letters, books, and papers, and a large and well-stocked library is now open for their use.

Volunteer Force.

A happy result of the war in South Africa has been to develop the spirit of self-reliance in this Colony, for not only has the Volunteer Force, in all its branches, increased in numbers and efficiency, but the Planters have in considerable numbers enrolled themselves in Rifle Corps to defend in case of need the Colony whose wealth and prosperity their enterprise has done so much to create. The Government have gladly encouraged and assisted so beneficial a movement, and some 500 riflemen are now making themselves efficient, and, like the Infantry, will be shortly armed with the magazine Lee-Enfield rifle.

The total strength of the Volunteers has risen from 1,050 in 1896 to over 2,000—a number which will probably be substantially increased by the end of the year by the extension of the Rifle Corps. This is no mean contribution by so small a community to the defence of the Empire.

The Civil Service.

There have been many important changes in the Civil Service. Sir Edward Noel Walker, after a long and faithful career, has retired, and is to be succeeded as Colonial Secretary and Lieutenant-Governor by Mr. im Thurn. Mr. W. T. Taylor, who has acted as Colonial Secretary on three occasions during the last five years, and whose labours as Chairman of the Plague Committee specially entitle him to the gratitude of the Colony, surrenders the important post of Auditor-General to Mr. F. R. Ellis, on his promotion to be Colonial Secretary of the Straits Settlements. Mr. C. E. D. Pennycuick, one of the ablest members of the Civil Service, has retired, and has been succeeded as Treasurer by Mr. H. H. Cameron, and Mr. W. H. Jackson has been confirmed as Principal Collector of Customs. Mr. G. M. Fowler will succeed Mr. Ellis as Government Agent, Western Province. Mr. H. L. Moysey would be entitled by seniority and other qualifications to the promotion, but I am reluctant to make another change at so early a date in the important office which he so ably administers. I am sure you will not hesitate to vote the increase of salary which will be proposed in order to prevent Mr. Moysey being a loser by this arrangement. The lamented death of Mr. F. C. Fisher caused a vacancy in the Government Agency of the North-Western Province, to which Mr. C. A. Murray has been transferred from the Eastern Province. Mr. Brohier has retired after a long and highly valued service of forty-five years, and has been succeeded as Assistant Auditor-General by Mr. E. de Kretser.

The changes in the Civil Service during the five or six years that I have been Governor of this Colony have been many and important. Of thirteen Members of the First Class, only two remain, namely, Messrs. Cameron and Ievers. The Legislative Council which I met in 1896 is almost entirely changed. Of the Official Members, there will only remain at the end of the year the Hon. the Attorney-General; while of the Unofficial Members of those days, the only representative now is the Honourable Member who used to represent the Planting and now represents the European Community.

Notwithstanding all the changes the Civil Service is highly efficient, and will, I believe, remain so, so long as regard is paid more to merit than to seniority in making the higher appointments. The same rule is being applied to the Clerical Service. Promotions to the special posts and to Class I. and Class II. are made chiefly on the ground of merit apart from mere seniority, and out of five promotions to Class II. from Class III., one may be given as a reward for exceptional merit, whatever may be the standing in his Class of the clerk who has thus distinguished himself.

Miscellaneous.

The Commission appointed to report on the reasons for the growing cost of Public Works and the possibility of greater economy has reported that in view of the enhanced cost of labour and material and the more permanent character of the works now carried out the cost is not excessive.

The Commission makes various suggestions, and amongst them the recommendation that the law be so amended as to admit of the provisions of section 6 of the Branch Roads Ordinance, No. 14 of 1896, being applied to estate roads.

The Committee appointed to inquire into (1) the prevalence of cattle murrain and (2) the best measures for its more effectual suppression, has reported that the Island has been singularly free from murrain during the past two years, the mortality among cattle in 1900 being only 1·28 per cent. from all causes. This freedom from murrain they attribute to greater vigilance in Colombo, the more prompt reporting of outbreaks in the country districts, the closing of the Northern Province ports, and the strengthening of the Veterinary Surgeon's Staff.

The Committee recommend the more vigorous enforcement of the existing regulations, inoculation by glycerinated bile to be made compulsory within infected areas, importation of cattle to be confined to Colombo, and cattle imported at Colombo to be detained on arrival at a special quarantine station.

On the 1st November, 1900, Mr. H. L. Crawford was, on the application of the Kandyan Provincial Committee, appointed a Commissioner under section 15 of Ordinance No. 3 of 1889, to prepare registers under section 14 and to report generally in what respects the provisions of the Ordinance were defective and how they might best be amended. Mr. Crawford has almost completed the preparation of the registers for the Central Province and has submitted an interim report.

It is now under consideration whether Mr. Crawford should extend his inquiries to the Southern and North-Western Provinces.

No progress has been made in initiating the much required Geological Survey of the Island. As you are aware, there is great difficulty in obtaining the necessary staff, and we must, I fear, wait until the Geological Survey in Egypt is complete. We may then succeed in engaging the services of the staff employed there.

LEGISLATION.

There is probably no step of mine during my term of office which has been subjected to more criticism and misrepresentation than the enactment of the Waste Lands Ordinance, yet I can truthfully say that there is no measure initiated by me on which I look back with greater satisfaction. Let me remind you of the condition of things when I assumed office. Your forests, upon which the prosperity of the Island so much depends, were being rapidly devastated. The Surveyor-General reported that "Crown land and forests are being eaten away and devastated by encroachments, and are slowly but surely disappearing;" and this statement was unanimously confirmed at a Conference of Government Agents held a few months after my arrival. The reason was that of late years the increased value of land had induced individual villagers to sell to speculators parcels of forest to which they had no title whatever, or over which they, in common with the whole village, had right of user, but which were the property of the Crown. In one Province the title to 100,000 acres of village land, including not only Crown forests, but even the homesteads and gardens of villagers, had passed within six months into the hands of speculators or middlemen, who roamed about the country, purses in hand, tempting ignorant men to sell for ridiculously small sums, sometimes a few cents per acre, not only their own ancestral lands, but Crown forests which did not belong to them. The wasteful and ruinous system of "chena" cultivation was also on the increase. This system of devastation could not be adequately dealt with under the ordinary law; and, moreover, there was no way of effecting speedy or even amicable settlements of those disputes between the Crown and the people which have for so long been the misfortune of this Colony. To mend, if not end, this state of things you enacted the Waste Lands Ordinance. This Ordinance chiefly differed from the ordinary law in the following particulars: (1) Government has the means of obliging a claimant to come forward and substantiate his claim; (2) an amicable settlement can be legally and promptly effected; and (3) when, in default of an amicable settlement, a claim is referred to the District Court, the claimant and not the Government is made plaintiff. When the Bill passed into law I assured you that "our object is amicable, our chief object in this legislation is to bring about an amicable settlement. It will be an instruction to Government Agents to effect an amicable settlement if possible, even at a loss to Government..... We do not intend to press too harshly upon the claimant..... All we ask is that the claimant should come forward, should come into the open, should emerge from his hiding-place and say 'We claim this land, and this is why we claim it.' When they do this, I promise that they shall receive generous treatment."

This promise has been faithfully fulfilled, and the Ordinance has been very generously used, and consequently it now works smoothly. The agitation stirred up by reckless speculators in the hope of obtaining an admission of their extravagant claims has died out, and the villagers realize how excellent are the provisions of the Ordinances in supplying a cheap and speedy means of settling the numerous land claims that have so long been a matter of contention. Indeed, the benefits conferred on the people have been great. The security of title which has been given to them has increased the value of their lands and stimulated their efforts towards beneficial cultivation and permanent improvements. How carefully and liberally the settlements have been made is shown by the fact that all the cases this year, which in default of an amicable settlement it was necessary to refer to the ordinary Civil District Courts, have been decided in favour of the Crown, the claimants in no case obtaining better terms from court than from the Special Officer.

The working of the Ordinances may be viewed (*a*) with regard to the number of notices issued and disposed of; (*b*) with regard to the acreage dealt with.

On the 1st January, 1901, there were pending 100 notices, while from 1st January, 1901, up to 6th September, 1901, 81 notices were published, making in all 181 notices to be dealt with. Of these, 63 have been disposed of by publication of final orders in the *Government Gazette*, and there remained on the 6th September 74 to be disposed of.

Turning to acreage it appears that the notices pending on 1st January, 1901, related to 26,589 acres, and those of 1901 to 25,310; total 51,899 acres.

Of this acreage, 20,533 acres have been declared without litigation to be the property of the Crown, and 9,520 acres have been settled by compromise. The balance is under settlement.

Twenty-five cases were referred to the District Court during this year. In twenty-three of them judgment was entered for the Crown, and in one the settlement originally proposed by the Special Officer was accepted. Mr. Le Mesurier was the principal agitator against the Waste Lands Ordinances. In order to expose the falsity of his objections, eleven cases were instituted in the ordinary Civil Courts in connection with eleven claims made by him, instead of proceeding under the Waste Lands Ordinances. All of these were decided in favour of the Crown. Mr. Le Mesurier has appealed in two of these cases, but the decision of the Supreme Court has not yet been given. The area involved in these cases is 12,110 A. 1 R. 24 P.; the appeals affect 167 A. 3 R. 23 P. only.

The other thirty-two claims made by Mr. Le Mesurier have been decided under the Waste Lands Ordinances favourably to Government.

From the above figures and facts it would appear that the period of acute opposition to the Ordinances has passed, and that the time has arrived to extend the operation of the Ordinances to disputed claims in all parts of the Island, with a view to their settlement and the termination of that unhappy antagonism that has so long existed in connection with land matters between the Crown and the subject in Ceylon.

It has accordingly been decided to follow up what has been called the Cadastral, but is really the Block Survey, by a regular systematic and final land settlement of villages, the survey of which has been completed. Attempts of this nature have been made before, but have not been uniformly successful, mainly because the arrangement was based rather on a mutual understanding than on a binding legal agreement. The Crown was bound by the terms of the settlement, but practically the villager was not, as there was no way of enforcing compliance with the terms arranged.

The procedure adopted is as follows. The whole of the land in the village is advertised for sale or settlement at some convenient place in the immediate vicinity of the village. The agent on the appointed day proceeds to deal with the plan lot by lot. Where no claimants appear, and the land is uncultivated,

the lot is either sold or noted as "reserved." Liberal terms are given to the people, every effort being made to confirm the occupant in the possession of the land which he occupies, if he will agree to reasonable conditions. At the same time cemeteries, threshing-floors, tanks, and other lands required for public purposes are assigned and reserved, also village and Crown forests. When the settlement is complete, every rood of land in the village has been decided to be either Crown or private. The Crown land is then proclaimed under the Ordinance, and persons whose claims are held to be spurious, or who will not agree to the terms offered, must establish their titles in a court of law. It is anticipated that cases of this kind will be rare; none have yet occurred. When the time allowed by law has elapsed, the final notice issues, and the settlement is complete. A plan is then prepared. One copy framed and glazed is hung in the Kachcheri, one is given to the Mudaliyar, and one to the village headman. It will be noticed that by this system Government confers on the people advantages much greater than those to which they were strictly entitled under the provisions of the Ordinance. To each plan is attached a note to the effect that the Crown abandons all claim to the land marked "private."

The value of native holdings is at present greatly depreciated owing to the defective nature of the title. Lawyers will not accept the deeds on which many of the villagers hold their lands, because these deeds are valueless if not accompanied by possession or cultivation, points about which it is difficult to obtain reliable information. When a village has been settled in the manner described above, all that an intending purchaser has to do is to examine the map. If the land which it is proposed to buy is marked "private," the Crown has divested itself of all claim as completely as if a grant had issued.

It is probable that I shall propose the appointment of more Settlement Officers in other parts of the Island, notably the North-Central Province, as the Cadastral or Block Survey progresses.

Many useful measures passed into law last session, but the legislation to be introduced this session is not of a very drastic nature. I shall merely refer to the principal measures which will be laid before you.

The era of Railway Extensions is to be fittingly marked by the introduction of a Bill prepared by the late General Manager of the Railway, consolidating and amending the laws relating to railways and to the conveyance thereby of passengers.

As the law at present stands the Governor has no power to order a prisoner condemned to death to be transferred from a jail where there are no adequate facilities for carrying out the death sentence in a seemly manner, without having in the first instance to respite the sentence; this is obviously undesirable, and I have caused an Ordinance to be drafted, which will be submitted to you in due course, amending "The Criminal Procedure Code, 1898," for the purpose of conferring that power on the Governor.

The comprehensive interpretation Ordinance referred to in my Address to Council at the opening of the last session will in due course be submitted to you.

My attention was invited by the Ceylon Kennel Club to the desirability of restricting the number of vagrant dogs. It is hoped by minimizing the number of stray dogs to greatly reduce the spread of rabies in the Island. Accordingly, I have caused a measure to be drafted imposing a general tax on dogs, which will be laid before you shortly.

Short Bills will be introduced to give effect to certain amendments in the laws relating to public thoroughfares and to the Municipal Council of Colombo.

Doubts having been raised with reference to the validity of certain marriages purporting to be contracted under "The Amended Kandyan Marriage Ordinance, 1870," in the Central, North-Western, North-Central, Sabaragamuwa, and Uva Provinces, an Ordinance has been drafted to give validity to those unions.

These, and the proposed legislation regarding the levy of a medical and educational cess by local bodies, are the principal measures which I at present propose to lay before you.

CONCLUSION.

Gentlemen, I have now finished my retrospect of the last twelve months, and I trust that you will consider it to be satisfactory. Undoubtedly there is progress and increased efficiency in every branch of the Administration, and although apparently our revenue is not about to make one of those leaps and bounds to which we have been accustomed in recent years, yet we should not be discouraged. Vicissitudes of revenue must be expected, and this temporary check—if there is a check—in the rapid and unchequered career of recent years will be, I believe, a mere accident sufficiently accounted for by exceptional and transient causes. Nevertheless it should be a timely warning that the day must come when our revenue will reach its culminating point. I do not believe this to be yet within sight. There is every sign that the prosperity of the Colony, the wealth of the native population in particular, continues to increase, and although occasionally a cross current may interfere with our progress, the tide of our affairs is, I believe, still at flood. But let us remember that there is no Gulf Stream setting for ever in one direction, and hence the wisdom of the policy which discourages extravagance, and forbids us to discount the possibilities of the future by piling up a debt which the whirligig of time may convert into a burden too heavy to bear by those who come after us.

Leaving for the moment our purely local affairs, I turn to matters of Imperial interest, which have closely concerned us during the last twelve months. First and foremost is the demise of our beloved Lady Sovereign Queen Victoria, and the wonderful outburst of love, sorrow, and sympathy which that sad event evoked among all races and classes of our mixed community. No one who witnessed the poignant and unaffected grief which pervaded the most humble home, or the vast multitude which, shrouded in silence, assembled on Galle Face to give expression in many tongues to its sad simple emotion, will fail to realize that in those dark days there sprang into life a new bond of union, a fresh sentiment of peace and sympathy between the British and native populations of this Colony. But the darkness which oppressed our civic and social life was relieved, and the bitterness of our sorrow was somewhat assuaged, by the subsequent visit to our shores of the Heir Apparent and of the Princess who shares his high position and responsibilities—the first Princess of English birth who has visited the East. Again, but under what happier conditions! had the people of this Colony the opportunity of demonstrating their loyalty, and enthusiastically did they respond to the invitation. The Royal visit was a brilliant success, and I trust that the happy and vivid impression which the urbanity, kindliness, and devotion to duty of our Royal visitors has made on the history of this Colony will be untouched for generations to come even by the effacing finger of time.

The war in South Africa has continued to have for us an absorbing interest. We, like all our fellow-countrymen throughout the Empire, have watched with keen interest and often painful anxiety

the slow but certain progress of the fierce conflict for supremacy, which we rejoice to think is now approaching its conclusion. Gladly did we welcome back the Contingent of young men whom we had sent forth well mounted and admirably equipped to represent the premier Crown Colony in the struggle, and to whose excellent service Earl Roberts and Lord Kitchener have spontaneously and emphatically testified. Fortunately the majority were in time to receive from Royal hands the medals which they had so bravely won. We have also given our mite of assistance to the Imperial Government by accepting the charge of some 5,000 Prisoners of War. As I anticipated, their presence has involved no loss or danger to the Colony. Their conduct has been excellent, and the behaviour of those who have been allowed to visit different parts of the Island on parole has been unexceptionable. Financially the Colony has benefited by the presence of the prisoners and the troops which guard them, and the extravagant fears which were once entertained regarding enhanced prices have, as I anticipated, proved to be chimerical. My aim and constant endeavour from the beginning has been to imbue these, our future fellow-subjects, with a belief in the justice and generosity of British rule, and in its power of assimilation to different men and interests. Here they have seen, and must have realized how, even in a Crown Colony, the individual can enjoy perfect freedom and personal liberty of action, and how the supply and treatment of native labour can be regulated on lines of justice and harmony. If these men, or the majority of them, return to South Africa with kindly feelings towards us and with enlightened views as to British rule, our bread will not have been cast upon the waters in vain.

GENTLEMEN OF THE LEGISLATIVE COUNCIL,

'I now leave you to deal with the business which will be duly laid before you, in full confidence that your deliberations during the present Session will be marked by the same sense of wisdom, justice, and moderation which have always characterized the proceedings of this Council during my experience. I pray that the Divine Providence may guide and direct your deliberations, so that they may conduce in the future, as I believe they have in the past, to the welfare, happiness, and prosperity of this community of various races and creeds. I now in the King's name declare the Session of this Legislature to be duly opened.

2. His Excellency the Governor having retired, His Excellency the Major-General took the Chair.

ADDRESS IN REPLY TO HIS EXCELLENCY THE GOVERNOR'S SPEECH.

3. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Auditor-General, the Treasurer, the Hon. Mr. J. N. Campbell, the Hon. Mr. Giles F. Walker, and the Hon. Mr. S. C. Obeyesekere were appointed a Committee to frame a reply to the Address of His Excellency the Governor, with instructions to bring up the draft reply at the next meeting of Council.

MESSAGE.

4. The Colonial Secretary brought up the following Message from His Excellency the Governor to the Legislative Council, which was read by the Clerk of the Council :—

THE Governor has directed the Estimates of Revenue and Expenditure for the year 1902 to be laid before the Legislative Council.

The Estimates are prepared as usual, and are in accordance with the Financial Regulations.

The Estimate of Revenue amounts to Rs. 26,500,000. This is Rs. 180,000 in excess of the estimated revenue of the current year, and falls short of the actual encashments of 1900 by Rs. 825,930.

The Estimate of Revenue has been framed with due caution, and may be expected to be realized. Existing conditions do not appear to justify a higher estimate.

The Customs Revenue is estimated to yield Rs. 6,942,000, a decrease as compared with the estimate of 1901 of Rs. 38,000 and of Rs. 286,293 as compared with the receipts of 1900. Reduced receipts are anticipated from Cotton Manufactures and Exports of Arrack, while an increased amount is looked for from Kerosine Oil.

Port, Harbour, Wharf, and Lighthouse Dues are estimated to bring in Rs. 1,338,000, as compared with an estimate of Rs. 1,240,000 for the current year and an actual revenue in 1900 of Rs. 1,319,378.

The receipts from Licenses, Excise, and Internal Revenue not otherwise classified continue to increase, and the revenue therefrom is expected to produce in 1902 Rs. 6,054,000, as compared with Rs. 5,796,009 encashed in 1900 and Rs. 5,860,000 estimated for 1901. The increase is mainly under the sub-head of Arrack Rents.

Fees of Court, Payments for Specific Services, and Reimbursements in Aid are expected to realize Rs. 1,678,000, as compared with Rs. 1,723,489 encashed in 1900 and Rs. 1,664,000 the estimate of the current year. Judicial Stamps, School Fees, and Warehouse Rent are looked to for increased receipts.

The Revenue from Post and Telegraphs is put at Rs. 1,016,000, as compared with Rs. 970,000 estimated for 1901 and Rs. 996,803 actually realized in 1900. Increased receipts are anticipated under almost all sub-heads.

For Government Railways the estimate is fixed at Rs. 8,100,000; the same as for the current year.

Rents of Government Property are estimated at Rs. 102,000, as compared with Rs. 101,000 the estimate of the current year and Rs. 102,900 encashed in 1900.

Interest is estimated to produce Rs. 314,000, an increase of Rs. 54,000 over the estimate of 1901.

Miscellaneous Receipts are expected to yield only Rs. 75,000, the smallness of the amount as compared with the receipts of previous years being due to the fact of there being no "Profit on new coins" to be brought to account in 1902 and to the annually decreasing amount accruing from "Overpayments recovered."

Sales of Government Property, mostly timber and firewood from the Government forests, are looked to for Rs. 362,000, being Rs. 2,400 less than this year's estimate.

The Revenue from Land Sales will, it is hoped, reach Rs. 518,500. This estimate is much below the estimate of the current year, and falls short of the encashments of 1900 by Rs. 300,296. The estimate is framed on modest lines in view of the decreased demand for land for cultivation and other purposes.

Out of the total revenue of Rs. 26,500,000, the Council will be asked to appropriate Rs. 26,199,741 for the ordinary services of the Government. Of this sum, Establishments absorb Rs. 6,691,784, an

increase as compared with the Estimates of the current year of Rs. 146,125. To this is to be added a sum of Rs. 1,900,000 from surplus balances for works of Railway Construction and Irrigation, the grand total of expenditure aggregating Rs. 28,099,741.

The provision of Rs. 2,813,577 required to meet charges on account of the Public Debt is the same as for the current year, the rate of exchange being steady, and no steps having yet been taken to raise the loan of £1,400,000 sterling authorized by Ordinance No. 14 of 1900.

The vote for Pensions continues to increase. For the coming year it is proposed to appropriate Rs. 1,270,932, an increase as compared with the current year of Rs. 118,690. The new pensions brought on the list aggregate Rs. 123,046.

The amount provided in Vote 3 (His Excellency the Governor) shows a small increase of Rs. 652 in connection with a re-arrangement of the Governor's Escort.

The provision for the Civil Service shows a decrease—Rs. 11,664—due to retirement of senior officers, whose places are taken on promotion by junior officers at the minimum rates of salary fixed for the several classes. The amount provided for the Civil Service includes Rs. 16,000 for the Postmaster-General, whom it is proposed to include in the higher grade of Class I. during the term of office of the present incumbent.

Under the head of Secretariat an increase is shown of ordinary provision of Rs. 6,631. In view of the large increase of work of recent years devolving on the Superintending Officers of the Department, a new post has, with the sanction of the Secretary of State, been created, that of Additional Assistant Colonial Secretary, the salary of which has been fixed at Rs. 7,000 to Rs. 9,000, as for an officer of Class III. of the Civil Service. Mr. A. G. Clayton, who has had great experience of Secretariat work, and has acted with much effect as Assistant Colonial Secretary since May of last year, has been appointed to the post. The post of Office Assistant is abolished. Other items of increase of expenditure are Rs. 1,000 additional for binding, to admit of some necessary and pressing work being carried out in connection with the records in the office library. There is included the cost of an additional messenger, also for the library; the cost of two additional Stock Inspectors on the staff of the Government Veterinary Surgeon, and of the Manager of the Government Dairy, also on the staff of the Government Veterinary Surgeon, whose salary has been charged hitherto to the provision for the Department of Public Instruction.

The provision for Special Expenditure includes a sum of Rs. 1,825 for payment of a lady whose services have been secured for the translation of Dutch Records in the library, and Rs. 400 for a typewriter.

A saving of Rs. 19,857, as compared with the provision for the current year, is effected in the cost of Provincial Establishments. This saving has followed in the ordinary course from changes in the Establishment and reduction of expenditure, without any decrease of efficiency or reduction of staff. An additional temporary clerk for land work is provided for each of the Kachcheries of Galle, Hambantota, and Anuradhapura; an assistant shroff has also been included for the latter place.

The provision for the Survey Department is less by Rs. 423 than the provision of the current year. An increase of Rs. 12,600 for the expenses of the Cadastral and Topographical Survey is asked for, and a sum of Rs. 3,000 for furniture, but an almost equal amount is saved under Establishments from the lapsing of two posts—an Assistant Superintendent and an Assistant Surveyor—by the retirement of their holders. Under the re-organization scheme these two posts are not to be filled up.

In connection with the Customs Establishment, the only change is in respect of certain periodical increments of salary to some of the officers, and small increases of salary to certain subordinate officers in the Northern Province. The net increase on the Vote is only Rs. 244.

Under the head of Port and Marine Department, Colombo, provision is made for a "Reserve" Pilot to be appointed from January 1, 1902. Provision is also made of Rs. 720 for a head coxswain and Rs. 9,504 for three additional coxswains and 24 boatmen. Provision of Rs. 3,420 is included for a coxswain and 10 boatmen for an additional buoy boat, and Rs. 150 for an additional messenger for the Master Attendant's Office. The provision hitherto included for the Hospital ship, amounting to Rs. 3,454, has been omitted, the Hospital ship being given up and a disinfecting station at Kochchikada substituted therefor. Under Other Charges a sum of Rs. 300 is provided to meet the cost of telegrams, reporting passing ships, sent to the Master Attendant from Lloyd's signal station at Galle. Under Special Expenditure a sum of Rs. 10,950 is required for new mooring boats, special repairs to buoys and moorings, and other services of an exceptional nature.

Under the other sub-heads—the Government Agent, Colombo—a small additional sum is desired for the staff of the Immigration Camp at Ragama; the Engineer of the Harbour Works requires Rs. 4,000 for two new grabs for the Priestman's dredger; and the Inspector-General of Police takes Rs. 470 for additional uniform for the Harbour Police.

Under the head of Port and Marine Department other than Colombo, Special Expenditure is contemplated of Rs. 1,000 for a buoy for Hambantota, Rs. 6,000 for a new Cadda bell buoy at Galle, and Rs. 1,000 for a new boat for the lighthouse service at Trincomalee.

The small increase shown in the provision for Establishments and Other Charges of the Botanic Gardens is for periodical increments to members of the staff. Special provision of Rs. 350 is made for a typewriter and Rs. 1,000 for the purchase of seeds and plants for experimental purposes.

The vote for the Colombo Museum remains practically unchanged, a reduction of Rs. 500 being effected on the salary of the Director in view of a probable new appointment.

The principal increase in provision for the Legal Departments is in respect of the fourth Judge of the Supreme Court, to be appointed from 1st January, 1902. A sum of Rs. 18,000 is provided for his salary, Rs. 1,800 for that of his Private Secretary, Rs. 312 for messengers, and Rs. 3,000 for an additional Deputy Registrar. The employment of the last-named officer will be only for so long as the court sits at Kandy.

Further provision is found to be necessary for typists.

Under the sub-heads of District Courts and Police Courts and Courts of Requests, provision is made for periodical increments to members of the Clerical Service, a bookbinder is provided for at Mullaittivu and another at the Galle Police Court, a messenger is provided for the Police Magistrate at Hatton, and the provision for Transport and for Inquests is in several instances increased.

Under the sub-head Registration of Lands provision is made for the usual periodical increments to the members of the Clerical staff; and a saving of Rs. 480 is effected in rent of offices at outstations as a consequence of the building by Government of offices at Kegalla and Kurunegala.

Under the sub-head Registration of Marriages, Births, and Deaths, the usual periodical increments of salary are provided for members of the Clerical Service. The sum required for Allowances

to Registrars is increased by Rs. 5,000, from Rs. 55,000 to Rs. 60,000, a corresponding saving being effected in the provision for Allowances to Headmen. An addition of Rs. 150 is made to the provision for Petty Expenses, while a small saving is effected in the provision for Station Allowances. Rs. 600 are provided as a special item for the transport of old records from village registries to the several Kachcheries.

The sub-head Fiscals shows an increase, as compared with this year's estimate, of Rs. 5,494, made up of periodical increments to the Clerical staff, and increased provision for such services as Batta to Jurors, Inquests, and Fees to Medical Men.

The total increase on the provision for the several Departments comprised under the head of Legal is Rs. 37,429.

The amount provided for Police Services is Rs. 740,364, an increase, as compared with the Estimates of this year, of Rs. 8,683. The greater part of this increase is due to the appearance in the Schedule of provision for extra pay to a reserve force of police pensioners, to whom a small monthly payment is made in addition to their pensions, and in return for which they hold themselves in readiness to perform such duties as may be required of them. This expedient was adopted for the first time in connection with the precautions taken against the possible appearance or introduction of plague; it is reported to be satisfactory.

The Prison expenditure shows an increase as compared with this year's provision of Rs. 7,180. This small increase is almost wholly to be found under the head of Establishments and Special Expenditure, the estimated cost of the ordinary Prisons Service being only Rs. 320 more than for 1901. The total amount included for Prisons is Rs. 515,059.

The vote for the Medical Department is Rs. 378,800, an increase of Rs. 5,724. The salary of the Superintendent of the Lunatic Asylum is increased by Rs. 1,000, the Secretary of State having approved of an improved scale of remuneration for this officer, rising by annual increments to Rs. 10,000. The balance is made up of approved increments to other members of the Medical Staff, and a small addition for the rent of the Colombo vaccine stations.

The estimated cost of Hospitals and Dispensaries in 1902 is put at Rs. 1,296,973, an increase as compared with the current year's Estimates of Rs. 61,643.

The provision under the Medical Aid Ordinance is Rs. 377,553, an increase compared with 1901 of Rs. 16,515. Some part of this increase is absorbed by increments to medical officers and the salaries of two additional estate vaccinators, but in the main it is due to increased cost of working established hospitals.

Civil Hospitals and Dispensaries figure for Rs. 919,255, an increase, as compared with this year, of Rs. 45,083. Of this increase, the Leper Asylum takes Rs. 3,946, the Colombo General Hospital Rs. 12,960, the Lady Havelock Hospital for Women Rs. 200, the Bacteriological Institute Rs. 1,200, and the Infectious Diseases Hospital Rs. 612. New dispensaries have been opened at Madagoda in the Central Province, Tirukovil in the Eastern Province, and Katuwanwella in the North-Central Province, in respect of which a sum of Rs. 2,270 has to be provided. A further sum of Rs. 2,290 is included to cover the cost of working new dispensaries in the North-Western Province, the buildings for which have been supplied by the people. A contribution of Rs. 5,000 is proposed for the Victoria Home for Incurables, a most useful institution, hitherto not in receipt of direct aid from Government. The accommodation at the Home has recently been improved and largely increased, and with more means at its disposal it is anticipated the usefulness of the institution can be largely extended. Such other additions and increases as are contemplated are in connection with diets, wages, and the other usual expenses of the hospitals and dispensaries enumerated.

The vote for Education amounts to Rs. 949,518. Provision is included in this sum for approved increments of salary to the Inspectors and Clerical staff of the Head Office and for the salary of one additional Sub-Inspector. Increments are also provided for certain of the masters of the Technical College and of the Royal College. The School of Agriculture has been closed with a view to its ultimate transfer to Kandy. Meantime, as against the expenditure thus saved, provision is made for the encouragement of school gardens, the supervision of which work has been entrusted to the late Superintendent of the School of Agriculture. The supervision of the Government Dairy has been transferred to the Government Veterinary Surgeon, and such provision as is necessary included in the Secretariat vote. The other charges of the Department include increased provision of Rs. 13,000 for grants in aid of existing schools, Rs. 500 for industrial schools, Rs. 6,000 for allowances to monitors, and Rs. 1,100 for training students in vernacular schools. Certain other items are believed to be capable of reduction to an aggregate extent of Rs. 11,455. Under Special Expenditure a sum of Rs. 15,000 is provided for new buildings for the Reformatory at the Maggona Industrial School, an institution that is doing good work, and the committals to which are largely increasing. A sum of Rs. 240 is provided in connection with a proposal to teach carpentry at the Balangoda school, and Rs. 500 for the compilation of a geography suitable for Ceylon schools.

The Treasurer's vote for Transport shows a reduction of Rs. 2,000 on the estimate of Travelling Expenses of Officers changing Stations. Since the introduction of the new classification of the Civil Service and the Clerical Service the changes of station have become less frequent, as officers need not, as a rule, leave their posts on promotion.

A saving of Rs. 4,436 is effected on the vote for Exchange.

Under Military Expenditure increased provision is made for payment of the military contribution, the amount inserted being based on the estimated revenue of the year. The provision for the Volunteer Regiment shows an increase of Rs. 11,576, an increase rendered necessary by the increased numbers enrolled. A sum of Rs. 14,400 is included to enable additional payments to be made in respect of refund of Customs duties in view of the large number of troops now stationed in the Colony.

The appropriation for Miscellaneous Services amounts to Rs. 762,880, a decrease, as compared with the provision in this year's Estimates, of Rs. 8,508. A reduction is effected in the vote for expenses connected with the Census, the work in connection with which will, it is hoped, come to an end in the course of the year. A reduction of the provision for a Special Officer for the settlement of land claims from Rs. 15,000 to Rs. 10,000 is shown, this latter sum to be devoted to defraying the expenses of a second officer detailed for this duty; while the expenditure to be incurred in connection with the Special Officer now at work has been made the subject of a separate vote in view of the more or less permanent character of the work. On the other hand, the provision for the Crown Agents is increased by Rs. 2,000, the sum now provided having proved insufficient; Rs. 75,000 is included to enable the Colony to contribute a sum of

£5,000 to the funds of the Imperial Memorial of Her late Majesty the Queen-Empress, to be erected in London ; and a sum of Rs. 30,000 is included on account of the fee and expenses of Professor Herdman, whose services have been secured for investigation of the Pearl Oyster Fisheries of Ceylon.

A small increase appears in the vote for Government Stores. This is due to certain re-arrangements of the staff with a view to more efficient working, and to increased provision having to be made for the handling and conveyance of stores.

Under the head of the Forest Department the only changes made, apart from the provision of approved periodical increments for members of the staff, are a re-arrangement of the items of Other Charges, and the omission of the sum of Rs. 3,000 hitherto provided in connection with the Forestry Branch of the School of Agriculture.

The total provision proposed for the Post Office is Rs, 1,148,825, an increase of nearly Rs. 48,000 as compared with the Estimates of 1901. Under Personal Emoluments provision is made for approved increments of salary to the staff ; the post of Third Assistant to the Postmaster-General has been abolished, and in its place a new office created, that of Chief Clerk in the Accountant's Office ; and four officers have been added to the class of Probationers in view of the opening of Post Offices at Galaha and Horana, and the extension of the telegraph to Neboda and Henaratgoda.

Under the head of the Telegraph Branch approved increments of salary have been provided, and Rs. 1,200 included for the salary of an additional Line Inspector.

Under Other Charges a sum of Rs. 3,000 is added with a view to improve the transit of mails between the General Post Office and the landing jetty ; the provision for the Kurunegala service has been increased to Rs. 4,500 in order to provide increased rates of pay for the runners employed ; additional provision is made for the service between Badulla and Batticaloa with a view to the introduction of a motor car service ; provision is made for a coach service between Talawakele and Agrapatana ; an increase of Rs. 2,720 is made on the provision for allowances for the performance of postal duties by Railway Station Masters, &c. ; an addition of Rs. 2,000 is made to the provision for extra remuneration to clerks ; Rs. 1,000 to the provision for wax, cloth, &c. ; and Rs. 4,000 for waterproof bags for conveyance of mails to Europe. The provision for Telegraph Line Maintenance is increased by Rs. 2,500, and that for Telephone Extensions reduced by Rs. 2,000 ; and Message Fees are increased by Rs. 1,000 to allow of payments being made to all the operators at the Head Office.

The provision for Telegraph Extension under the head of Special Expenditure consists mostly of re-votes, the extension from Kalutara to Neboda and the connection with Henaratgoda being the only new works proposed.

Provision is made under the head of the Railway Department for the salaries of the senior officers of the Department at the increased rates sanctioned by the Secretary of State ; provision is made also for payment of periodical increments to station masters and clerks ; for two additional clerks and a messenger for the Accountant's Office ; for a Foreman Painter in the Locomotive Department ; for six Head Guards at Rs. 1,200 each, six Under Guards at Rs. 600 each, and three Signallers in the Traffic Department. In the Railway Store Department two additional clerks are provided, and the wages of a kangani and four watchers increased.

Under the head of Other Charges a large reduction is effected in the provision for Permanent Way Materials, the provision for the current year having been of an exceptional character. Increased provision has to be made for Good Service Pay, Overtime Pay, Oil, and other items in connection with the Locomotive Department. In connection with the Traffic Department, increased provision is required for oil, clothing and waterproofs, incidental expenses, maintenance of the Railway Telegraph and of Tyer's Tablet System ; while items that appear for the first time are Rs. 3,600 for the electric lighting of the Kandy Station, Rs. 400 for Electric Signal Repeaters, and Rs. 100 for Train Dial Indicators.

Under the head of Special Expenditure provision is made for the alteration of two sleeping cars, for the supply of new cash bags, and for the printing of the Appendix to the Working Time Table.

The provision for new works amounts to Rs. 951,344, of which sum re-votes from the current year's Estimates are responsible for Rs. 405,955. To complete the rolling stock asked for this year a further sum of Rs. 150,000 will be required, but as this sum represents the cost of ironwork to be ordered from England, and not likely to be received during next year, it will suffice to make provision for this in connection with the Estimates of 1903.

It is proposed to appropriate a sum of Rs. 1,000,000 from surplus balances towards the cost of construction during the year of the Railway Extension Works now proceeding.

A separate vote is taken for the expenses of the Special Officer engaged on land settlements in the Southern Province. His staff is rendered more complete by the inclusion in it of a surveyor and a draughtsman. The total amount of the vote is Rs. 20,560, which is inclusive of the salary of the Special Officer who will be seconded for this service.

The vote for Personal Emoluments of the Public Works Department amounts to Rs. 435,263, an increase as compared with 1901 of Rs. 11,463. Of this sum, Rs. 4,000 are for the salary of a Superintendent of Works, whose duty is mainly in connection with electric lighting in Government buildings, and the balance provides for approved increments to the staff generally, and for some small increases of pay to subordinate officers of the Waterworks Branch.

The Irrigation Department requires for Personal Emoluments Rs. 185,489, as compared with Rs. 175,956 in 1901. This includes provision for the salaries of an additional Engineer and two Sub-Inspectors.

Other Charges—that is, for Maintenance, Surveys, and Allowances—take Rs. 146,288, as compared with Rs. 142,482.

For construction works a sum of Rs. 900,000 is appropriated from surplus funds.

For Public Works Annually Recurrent—that is, for works of maintenance—a sum of Rs. 2,024,233 is required. This sum is Rs. 74,103 in excess of this year's provision, and is said to be necessary for the efficient upkeep of works.

For Public Works Extraordinary the provision is Rs. 1,849,796. Some of the items that go to make up this amount are re-votes of unexpended balances ; the necessity for the more important of the remaining items is explained by the Director of Public Works in the Memorandum which accompanies this Message.

A statement of expenditure proposed from Loans on Works of Construction is appended to the Estimates.

PAPERS.

5. The Colonial Secretary laid on the table the following Papers :—

Administration Reports, 1900 :—

Part I., Revenue : Report of the Hon. the Government Agent, Central Province ; Report of the Government Agent, North-Western Province ; Reports on the Working of the Thoroughfares Ordinances ; Reports on the Working of the Local Boards.

Part II., Scientific : Report of the Surveyor-General on the Meteorology of Ceylon for 1900.

Part III., Judicial : Reports of the Solicitor-General, the Inspector-General of Police, and the Inspector-General of Prisons.

Part IV., Miscellaneous : Report of the Principal Civil Medical Officer and Inspector-General of Hospitals ; Report of the Registrar-General on Lands ; Report of the Acting Conservator of Forests.

The Volume of Sessional Papers for Session of 1900.

Sessional Papers, 1901 :—

XXIX.—Progress Report of the Uda Pussellawa Railway.

XXX.—Progress Report of the Northern Railway.

XXXI.—Despatches relating to Expenditure on Railway Extension and Irrigation Works.

XXXII.—Administration Report of the Municipal Council of Galle for 1900.

XXXIII.—Report of the Commissioners appointed to inquire and report on the reasons for the Increasing Cost of Public Works, and whether greater economy in Design, Execution, &c., is not possible.

Statement showing the Amount of Schedule Fees received by Fiscals during 1900.

Numerical Abstract showing the Number of Persons in the several Provinces of the Island liable to perform Labour during 1902.

Return of Work done by Village Committees during 1900.

Return of Cooly Labourers on Estates during 1900.

Accounts of the Provincial Road Committee for 1900.

MOTION.

6. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That the following sums be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, or to other loans to be raised for the purpose, viz. :—

	Rs.	c.
To meet the cost of widening the approach road to the Kochchikada grain sheds and forming the surface with wood paving ...	18,400	0
To meet the cost of certain repairs to Hill House, Mutwal ...	89	50
To meet the cost of extending Commissariat street, behind Warehouses G and H, and building an entrance gateway to the Customs premises	24,318	0
To meet the cost of extending Warehouses B, C, and D of the Colombo Customs	57,802	0
To complete the screwing down of the twelve additional buoys and moorings for the Colombo Harbour, which the Resident Engineer of the Colombo Harbour Works was authorized to provide in 1899 ...	5,000	0

The motion was carried.

ADJOURNMENT.

7. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, October 23, 1901, at 3 P.M.

WEDNESDAY, OCTOBER 23, 1901.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

H. E. Major-General F. T. HOBSON.
The Hon. Mr. W. T. TAYLOR, C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. HAY CAMERON.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Major-General took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

COMMITTEE.

3. The Auditor-General brought up the report of the Committee appointed to frame the reply of the Council to the Address of His Excellency the Governor, and moved that it be read by the Clerk of the Council, and it was read accordingly.

On the motion of the Auditor-General, seconded by the Treasurer, the reply as drafted was agreed to. The Council then adjourned to await the arrival of His Excellency the Governor.

4. His Excellency the Governor having arrived took the Chair.

5. His Excellency the Major-General read the following Address in reply to His Excellency the Governor's Speech of the 18th October, 1901 :—

MAY IT PLEASE YOUR EXCELLENCY,

THE Council is gratified to learn that the financial state of the Colony still remains satisfactory, and that the anticipated revenue for 1902 will be sufficient to cover so liberal an expenditure as that provided for in the Estimates.

The Council congratulates Your Excellency on the substantial reduction in the public debt which has been effected during your tenure of office, and which will enable it to take further advantage of the excellent credit enjoyed by the Colony.

The Council recognizes gladly the response which has been made to its representations in respect of increased facilities for the working of the Harbour and Shipping.

It is with much pleasure that the Council learns that the large sum of Rs. 10,320,000, forming the moiety of the amount required for the new Railway and Irrigation scheme, has already been provided. This the Council considers one of the most far-seeing and statesmanlike schemes that has been inaugurated for many years.

The Council is glad to learn from the figures supplied that the trade of the Colony is in a satisfactory condition.

The Council learns with satisfaction of the substantial progress that has been made in Railway Extension in different parts of the Island, and also in the Harbour Works of Colombo.

The Council regrets that there is no indication of a decrease in crimes of violence, but it fully admits the great difficulties that have to be encountered in any attempt to deal successfully with the suppression of crimes of impulse; and this seems fully established by the fact that even Your Excellency's unflagging efforts towards the prompt and vigorous administration of justice have not succeeded in securing a more complete repression of the use of the knife.

We recognize fully the importance of continuing to make provision for the improvement of the health and education of the people of this Island, matters which cannot be allowed to stand still.

We readily recognize the difficulty which arises from the prospect that such improvement may involve a constant and ever-increasing drain on the general revenue, and we shall willingly consider any measure which Your Excellency may bring forward for meeting the same.

The Council notes with satisfaction that a considerable measure of success has already attended the efforts of those connected with the Technical College.

The Council will cordially support every movement made by the Government towards the improvement of existing branches of agriculture or the introduction of new products.

The Council joins with Your Excellency in congratulating the Plague Committee and its Chairman on the success which has attended their labours, but it cannot, in giving this expression to its views, abstain from associating Your Excellency's name with the happy results attained.

The Council notes with satisfaction the improvement that has taken place in the financial condition of the Forest Department.

The Council is gratified to observe the substantial progress made in the various schemes of Irrigation.

The Council observes with pleasure the evidence of progress afforded by the recent Census, and awaits with interest the full report of the Superintendent.

The Council is gratified at the success of the humane and enlightened policy which has been adopted with reference to the Prisoners of War, and which it is satisfied cannot fail to produce a good effect, and it is glad that this Colony has had this further opportunity of giving practical evidence of its loyalty to the British Crown—a loyalty already demonstrated by the presence of the contingent in South Africa.

The Council will give its careful attention to the legislative proposals laid before it, and assures Your Excellency of its earnest desire to do all in its power to advance the prosperity of the Island and its inhabitants.

6. His Excellency the Governor replied as follows :—

HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,

PRAY accept my thanks for this gracious and interesting Address, and for your congratulations on the prosperity of the Colony, and on your assurances of renewing during the present Session that co-operation which you have so cheerfully and ungrudgingly given me in the past, in my attempts to advance the interests and prosperity of the Colony.

PAPERS.

7. The Colonial Secretary laid on the table the following Paper :—

Correspondence respecting Compensation in lieu of Rebate on Customs Duty on Articles imported for the Troops.

NOTICES OF MOTIONS.

8. The Colonial Secretary gave notice that he will at a sitting of Council not less than one month from this date move—That from and after the First day of January, 1902, tolls be established on the public road from Palavi to Kalpitiya, (1) near the 2nd milepost, and (2) at or near the 5th milepost, respectively, in the District of Puttalam, North-Western Province.

9. The Colonial Secretary gave notice that he will at a sitting of Council not less than one month from this date move—That from and after the First day of January, 1902, a toll be established on the Nattandiya-Dunkannawa road, near the junction of the Tabbowa village road, in the District of Chilaw, North-Western Province.

PETITIONS.

10. The Hon. Mr. S. C. Obeyesekere presented a petition from people of Etul and Pita Kotte and Talangama regarding the condition of the Kotte bridge.

11. The Hon. Mr. W. M. Abdul Rahiman presented a petition from inhabitants of Kattankudiiruppu, in the District of Batticaloa, asking for the discontinuance of the Sanitary Board.

MOTIONS.

12. Pursuant to notice, the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. F. C. Loos, asked—What action has been taken by Government on the petition signed by the Rev. W. A. Buck and others, and presented to this Council on the 14th November, 1900, on the subject of the system of granting licenses to liquor shops and taverns, and to move for papers.

The Colonial Secretary replied.

The motion was by leave withdrawn.

13. Pursuant to notice, the Hon. Mr. S. N. W. Hulugalle, seconded by the Hon. Mr. S. C. Obeyesekere, asked—If Government are giving full trial to the working of the scheme which involved the admission of probationers at the Colombo, Kandy, and Galle Kachcheries during the year for the purpose of training them for appointments as superior headmen, and whether it is not desirable that the scheme should now be given a wider scope by providing for admission of probationers at the other Provincial Kachcheries of the Island, and to move for papers.

The Colonial Secretary replied.

The motion was by leave withdrawn.

14. Pursuant to notice, the Hon. Mr. S. N. W. Hulugalle, seconded by the Hon. Mr. W. G. Rockwood, asked—If lands or any part of them round the Buddhist Monuments or "Dagobas," and the "Bodhi Maluwa" or site of the bo-tree at Anuradhapura, have been detached and taken over to the Crown, and to move for papers on the subject.

The Colonial Secretary replied.

The motion was by leave withdrawn.

15. Pursuant to notice, the Hon. Mr. S. N. W. Hulugalle, seconded by the Hon. Mr. W. M. Abdul Rahiman, moved—For papers, if any, containing instructions to guide the Archæological Commissioner in his work of carrying on excavations at and around ancient "Dagobas," which the Buddhists hold as chief objects of veneration.

The Colonial Secretary replied.

The motion was by leave withdrawn.

16. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That a sum not exceeding Rs. 152,951 be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, for the construction of a quay wall in front of the old Grain Sheds I and K.

The motion was agreed to.

BILLS.

17. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1898,'" was read a first time, and the second reading was fixed for the next meeting of Council.

18. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to validate certain Proceedings of the Legislative Council" was read a first time, and the second reading was fixed for the next meeting of Council.

19. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Contingent Services for the Year 1902" was read a first time, and the second reading was fixed for the next meeting of Council.

ADJOURNMENT.

20. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Friday October 25, 1901, at 3 P.M.

FRIDAY, OCTOBER 25, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. W. T. TAYLOR, C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. HAY CAMERON.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. H. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPERS.

3. The Colonial Secretary laid on the table the following Papers :—

The Ceylon Blue Book for 1900.

Sessional Paper, 1901 :—

XXXIV.—Correspondence relating to the Giant's Tank Works.

NOTICE OF MOTION.

4. The Colonial Secretary gave notice that he will at a sitting of Council not less than one month from this date move—That from and after the First day of January, 1902, a bridge toll be established at Battulu-oya, on the Battulu-oya river, in the North-Western Province.

PETITION.

5. The Hon. Mr. S. C. Obeyesekere presented a petition from inhabitants of Induruwa, Southern Province, asking for the establishment of a Railway Station between the 42nd and 43rd mileposts on the Colombo-Galle Line.

QUESTIONS.

6. Pursuant to notice, the Hon. Mr. W. H. Figg asked—(1) For the total amounts collected by H. M. Customs as fees for overtime for vessels working after hours and on Sundays in Colombo Harbour for the years 1899–1900, and from 1st January last to date, separately ; (2) for particulars as to how this fund has been distributed amongst Customs Officers individually, and how the surplus balances have been applied ; (3) whether Government has taken, or intends to take, steps to give effect to the recommendations contained in Sessional Paper XXIV. of 1897, paragraph 45, with reference to reduction in overtime charges.

The Colonial Secretary replied.

BILLS.

7. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Firearms Ordinance, 1901,' " was read a first time, and the second reading was fixed for the next meeting of Council.

8. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to provide for the publication of a Revised Edition of the Legislative Enactments of this Island " was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1898,' " was read a second time.

10. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to validate certain Proceedings of the Legislative Council " was read a second time.

11. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Contingent Services for the Year 1902" was read a second time, and the Council went into Committee thereon. In Committee the Bill was ordered to be referred to a Sub-Committee consisting of the Colonial Secretary, the Auditor-General, the Treasurer, the Hon. Mr. F. A. Cooper, the Hon. Mr. J. N. Campbell, the Hon. Mr. W. G. Rockwood, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. W. H. Figg.

ADJOURNMENT.

12. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, October 30, 1901, at 3 P.M.

WEDNESDAY, OCTOBER 30, 1901.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

The Hon. Mr. W. T. TAYLOR, C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. H. HAY CAMERON.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

BILLS.

3. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes" was read a first time, and the second reading was fixed for the next meeting of Council.

4. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities" was read a first time, and the second reading was fixed for the next meeting of Council.

5. On the motion of the Attorney-General, seconded by the Treasurer, the Council went into Committee on the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1898.'" The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

6. On the motion of the Attorney-General, seconded by the Treasurer, the Council went into Committee on the Bill intituled "An Ordinance to validate certain Proceedings of the Legislative Council." The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

7. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Firearms Ordinance, 1901,'" was read a second time.

8. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to provide for the publication of a Revised Edition of the Legislative Enactments of this Island" was read a second time.

ADJOURNMENT.

9. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, November 6, 1901, at 2.30 P.M.

WEDNESDAY, NOVEMBER 6, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. W. T. TAYLOR, C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. HAY CAMERON.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPERS.

3. The Colonial Secretary laid on the table the following Papers:—

Correspondence with the Secretary of State regarding a Memorial to Her late Majesty Queen Victoria.

Sessional Paper, 1901:—

XXXVII.—Administration Report of the Municipal Council of Colombo for 1900.

MOTIONS.

4. Pursuant to notice, the Hon. Mr. W. G. Rockwood, seconded by the Hon. Mr. S. C. Obeyesekere, asked—If the attention of Government has been attracted to the latest progress report on the Northern Railway, Schedule No. 1, paragraph 5, wherein it is disclosed that banks are being formed from side cutting, a practice liable to be detrimental to the public health, and to move for papers.

The Colonial Secretary replied.

The motion was by leave withdrawn.

5. Pursuant to notice, the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. W. G. Rockwood, moved—For a Return showing (*a*) the length of the sections of the railroad along the Main and Seaside Lines which are protected by wire fencing; (*b*) the districts in which they are; and (*c*) the cost and date of such fencing.

The motion was agreed to.

BILLS.

6. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Ceylon Paper Currency Ordinance, 1884,'" was read a first time.

On the motion of the Attorney-General, seconded by the Treasurer, the Standing Orders were suspended.

On the motion of the Attorney-General, seconded by the Treasurer, the Bill was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee, the report of the Law Officers of the Crown, dated the 6th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

The Colonial Secretary announced that His Excellency the Governor had assented to the Ordinance intituled "An Ordinance to amend 'The Ceylon Paper Currency Ordinance, 1884.'"

7. On the motion of the Treasurer, seconded by the Attorney-General, the Bill intituled "An Ordinance to provide for the validity of certain Marriages in the Central, North-Western, North-Central, Sabaragamuwa, and Uva Provinces under 'The Amended Kandyan Marriage Ordinance, 1870,'" was read a first time, and the second reading was fixed for the next meeting of Council.

8. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance amending the Law relating to Servants and Labourers" was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the Year 1901" was read a first time, and the second reading was fixed for the next meeting of Council.

10. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 1st November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Criminal Procedure Code, 1898,'" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

11. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 1st November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to validate certain Proceedings of the Legislative Council" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

12. On the motion of the Attorney-General, seconded by the Treasurer, the Council went into Committee on the Bill intituled "An Ordinance to amend 'The Firearms Ordinance, 1901.'" The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

13. On the motion of the Attorney-General, seconded by the Treasurer, the Council went into Committee on the Bill intituled "An Ordinance to provide for the publication of a Revised Edition of the Legislative Enactments of this Island." The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

14. The Council having gone into Committee, the Colonial Secretary brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the Year 1902," which was taken as read. The Bill having been reported as amended in Committee the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

15. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes," was read a second time, and the Council went into Committee thereon. In Committee, the Bill was ordered to be referred to a Sub-Committee consisting of the Attorney-General, the Treasurer, the Hon. Mr. W. H. Jackson, the Hon. Mr. J. N. Campbell, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. F. C. Loos.

16. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities" was read a second time, and the Council went into Committee thereon. In Committee, the Bill was ordered to be referred to a Sub-Committee consisting of the Attorney-General, the Treasurer, the Hon. Mr. W. H. Jackson, the Hon. Mr. J. N. Campbell, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. F. C. Loos.

ADJOURNMENT.

17. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, November 13, 1901, at 2.30 P.M.

WEDNESDAY, NOVEMBER 13, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

H. E. Major-General F. T. HOBSON.	The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. R. W. IEVERS.	The Hon. Mr. GILES F. WALKER.
The Hon. Mr. C. P. LAYARD.	The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. F. R. ELLIS, C.M.G.	The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. H. HAY CAMERON.	The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. H. WACE.	The Hon. Mr. F. C. LOOS.
The Hon. Mr. F. A. COOPER, C.M.G.	The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. H. JACKSON.	The Hon. Mr. W. M. ABDUL RAHIMAN

1. The Council met pursuant to notice. His Excellency the Governor took the Chair.

OATH.

2. The Hon. Mr. R. W. Ievers took the oath and his seat as Acting Colonial Secretary.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 14 of 1901, intituled "An Ordinance to amend 'The Criminal Procedure Code, 1898.'"

Ordinance No. 15 of 1901, intituled "An Ordinance to validate certain Proceedings of the Legislative Council."

PAPERS.

5. The Colonial Secretary laid on the table the following Papers :—

A Return of Commutation Money spent on the Principal Roads in each District of the Island from 1875 to 1899.

A Return of the Outlay on Minor Roads in each District of the Island from 1875 to 1899.

Regulations made by the Governor, with the advice of the Executive Council, under section 9 of "The Fertilizers Ordinance, 1901."

MOTIONS.

6. Pursuant to notice, the Hon. Mr. Giles F. Walker, seconded by the Hon. Mr. F. C. Loos, moved—For the appointment of a Select Committee to consider and report on the acoustics and ventilation of the Council Chamber and its connected rooms with a view to improving them.

The motion was agreed to, and a Select Committee consisting of the Hon. Mr. F. A. Cooper, the Hon. Mr. Giles F. Walker, and the Hon. Mr. W. H. Figg was appointed.

7. Pursuant to notice, the Hon. Mr. Giles F. Walker, seconded by the Hon. Mr. W. H. Figg, asked—Whether it is proposed that, on the appointment of a fourth judge of the Supreme Court, one judge shall sit regularly in Kandy to hear appeals, and if so, for what reasons, and what the cost will be as compared with the cost of any necessary additional accommodation in Colombo, and moved for papers.

The Colonial Secretary replied.

The motion was by leave withdrawn.

8. Pursuant to notice, the Hon. Mr. F. C. Loos, seconded by the Hon. Mr. S. C. Obeyesekere, moved—That the intended transfer of a portion of the work of the Supreme Court of Appeal to Kandy will prejudicially affect suitors and cause inconvenience to the public.

The Colonial Secretary replied.

The motion was by leave withdrawn.

BILLS.

9. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 13th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance for making provision for the Contingent Services for the year 1902" was re-committed. The Bill having been reported as passed in Committee was, on the motion of the Colonial Secretary, seconded by the Auditor-General, read a third time and passed.

10. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 13th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Firearms Ordinance, 1901,'" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

11. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 13th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to provide for the publication of a Revised Edition of the Legislative Enactments of this Island" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

12. On the motion of the Treasurer, seconded by the Attorney-General, the Bill intituled "An Ordinance to provide for the validity of certain Marriages in the Central, North-Western, North-Central, Sabaragamuwa, and Uva Provinces under 'The Amended Kandyan Marriage Ordinance, 1870,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee was referred to the Law Officers of the Crown for report.

13. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1901" was read a second time, and the Council went into Committee thereon. In Committee the Bill was referred to a Sub-Committee consisting of the Colonial Secretary, the Auditor-General, the Treasurer, the Hon. Mr. F. A. Cooper, the Hon. Mr. J. N. Campbell, the Hon. Mr. W. G. Rockwood, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. W. H. Figg.

ADJOURNMENT.

14. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, November 20, 1901, at 2.30 P.M.

WEDNESDAY, NOVEMBER 20, 1901.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

H. E. Major-General F. T. HOBSON.
The Hon. Mr. R. W. IEVERS.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

OATH.

2. The Hon. Mr. C. A. Murray took the oath and his seat as Acting Treasurer.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances :—

Ordinance No. 16 of 1901, intituled "An Ordinance for making provision for the Contingent Services for the Year 1902."

Ordinance No. 17 of 1901, intituled "An Ordinance to amend 'The Firearms Ordinance, 1901.'"

Ordinance No. 18 of 1901, intituled "An Ordinance to provide for the publication of a Revised Edition of the Legislative Enactments of this Island."

PAPERS.

5. The Colonial Secretary laid on the table the following paper :—

The Amendments to the Code for Aided Schools for 1902.

PETITIONS.

6. The Hon. Mr. S. C. Obeyesekere presented a petition from inhabitants of Hendala complaining of the state of the road running along the bank of the Hamilton canal.

7. The Hon. Mr. J. N. Campbell presented a petition from inhabitants of Godapola and other villages in the Central Province as to their contribution for upkeep of the school at Handessa.

BILLS.

8. On the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to impose a General Tax on Dogs" was read a first time, and the second reading was fixed for the next meeting of Council.

9. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 18th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to provide for the validity of certain Marriages in the Central, North-Western, North-Central, Sabaragamuwa, and Uva Provinces under 'The Amended Kandyan Marriage Ordinance, 1870,'" was, on the motion of the Attorney-General, seconded by the Auditor-General, read a third time and passed.

10. On the motion of the Attorney-General, seconded by the Auditor-General, the Council went into Committee on the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes," and the Attorney-General brought up the report of the Sub-Committee, which was read by the Clerk of the Council. The Bill having been reported as amended in Committee, was referred to the Law Officers of the Crown for report.

11. On the motion of the Attorney-General, seconded by the Auditor-General, the Council went into Committee on the Bill intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities," and the Attorney-General brought up the report of the Sub-Committee, which was read by the Clerk of the Council. The Bill having been reported as passed in Committee, the Attorney-General, seconded by the Colonial Secretary, moved that the Standing Orders be suspended, which was agreed to. The Clerk of the Council having read the report of the Law Officers of the Crown, dated 18th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill was, on the motion of the Attorney-General, seconded by the Auditor-General, read a third time and passed.

12. On the motion of the Colonial Secretary, seconded by the Auditor-General, the Council went into Committee on the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the Year 1901," and the Colonial Secretary brought up the report of the Sub-Committee, which was taken as read. The Bill having been reported as amended in Committee, was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

13. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, November 27, 1901, at 2.30 P.M.

WEDNESDAY, NOVEMBER 27, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

H. E. Major-General F. T. HOBSON.
The Hon. Mr. R. W. IEVERS.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. C A. MURRAY.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

ASSENT TO BILLS.

3. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 19 of 1901, intituled "An Ordinance to provide for the validity of certain Marriages in the Central, North-Western, North-Central, Sabaragamuwa, and Uva Provinces under 'The Amended Kandyan Marriage Ordinance, 1870.'"

Ordinance No. 20 of 1901, intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities."

PAPERS.

4. The Colonial Secretary laid on the table the following Paper:—

Sessional Paper, 1901:—

No. XLI.—List of the Licensed Shops in Towns and Villages where Opium is sold throughout the Island, in 1891, 1896, and 1901.

NOTICE.

5. The Colonial Secretary gave notice that he will at a sitting of Council not less than one month from the date of notice move—That from and after the First day of February, 1902, tolls be established on the Passara-Batticaloa road: (1) at Ekiriyankumbura, in the Province of Uva; and (2) at Maha-oya, in the Eastern Province.

PETITION.

6. The Hon. Mr. S. C. Obeyesekere presented a petition from representatives of village residents asking that the second reading of the Bill to impose a tax on dogs should be deferred.

MOTIONS.

7. Pursuant to notice, the Hon. Mr. W. G. Rockwood, seconded by the Hon. Mr. J. N. Campbell, moved—For copies of all Surveys, Estimates, and Reports connected with Railway Extension to the north of Colombo and Negombo and Chilaw, and that these be referred to one of the Government Chief Railway Engineers for his opinion as to the probable cost of extending the Kelani 2 ft. 6 in. gauge line from Maradana to Puttalam.

The motion was agreed to.

8. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That a sum not exceeding Rs. 504·40 be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893 for the improvement of the Colombo Harbour, or to other loans to be raised for the purpose, to meet the cost of a new copper conductor for the Mahara Quarry Magazine.

The motion was agreed to.

9. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That from and after the 1st day of January, 1902, a bridge toll be established at Battulu-oya, on the Battulu-oya river, North-Western Province.

The motion was agreed to.

10. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That from and after the 1st day of January, 1902, a toll be established on the Nattandiya-Dunkannawa road, near the junction of the Tabbouwa village road, in the District of Chilaw, North-Western Province.

The motion was agreed to.

11. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That from and after the 1st day of January, 1902, tolls be established on the public road from Palavi to Kalpitiya—(1) near the 2nd milepost; and (2) at or near the 5th milepost, respectively, in the District of Puttalam, North-Western Province.

The motion was agreed to.

BILLS.

12. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Civil Procedure Code, 1889,'" was read a first time, and the second reading was fixed for the next meeting of Council.

13. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend the 'The Courts Ordinance, 1889,'" was read a first time, and the second reading was fixed for the next meeting of Council.

14. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 26th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

15. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 26th November, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the Year 1901" was, on the motion of the Colonial Secretary, seconded by the Auditor-General, read a third time and passed.

16. The Attorney-General moved, seconded by the Auditor-General, that the Bill intituled "An Ordinance to impose a General Tax on Dogs" be read a second time. The Council divided as follows:—

Ayes.	*Noes.*
The Hon. Mr. W. H. Figg.	The Hon. Mr. W. M. Abdul Rahiman.
The Hon. Mr. Giles F. Walker.	The Hon. Mr. F. C. Loos.
The Hon. Mr. W. H. Jackson.	The Hon. Mr. S. N. W. Hulugalle.
The Treasurer.	The Hon. Mr. S. C. Obeyesekere.
The Auditor-General.	The Hon. Mr. W. G. Rockwood.
The Attorney-General.	The Hon. Mr. J. N. Campbell.
The Colonial Secretary.	
The Major-General.	

Ayes, 8; Noes, 6; Majority, 2.

The Bill was read a second time accordingly, and on the motion of the Attorney-General, the Council went into Committee thereon. In Committee, the Bill was referred to a Sub-Committee consisting of the Colonial Secretary, the Attorney-General, the Treasurer, the Hon. Mr. W. H. Jackson, the Hon. Mr. J. N. Campbell, the Hon. Mr. Giles F. Walker, the Hon. Mr. W. G. Rockwood, and the Hon. Mr. S. C. Obeyesekere.

ADJOURNMENT.

17. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Wednesday, December 4, 1901, at 2.30 P.M.

WEDNESDAY, DECEMBER 4, 1901.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. R. W. IEVERS.	The Hon. Mr. GILES F. WALKER.
The Hon. Mr. C. P. LAYARD.	The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. F. R. ELLIS, C.M.G.	The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. C. A. MURRAY.	The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. H. WACE.	The Hon. Mr. F. C. LOOS.
The Hon. Mr. F. A. COOPER, C.M.G.	The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. H. JACKSON.	The Hon. Mr. W. M. ABDUL RAHIMAN.
The Hon. Mr. J. N. CAMPBELL.	

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PETITIONS.

3. The Hon. Mr. S. C. Obeyesekere presented petitions from the Panadure Association and from inhabitants of Ragam pattu and Adikari pattu against the proposed tax on dogs.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances :—

Ordinance No. 21 of 1901, intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes."

Ordinance No. 22 of 1901, intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the Year 1901."

PAPERS.

5. The Colonial Secretary laid on the table the following Paper :—

Return showing the Amount recovered by the Customs in respect of Overtime Charges from January 1 to October 31, 1901.

MOTION.

6. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That the following sums be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, or to other loans to be raised for the purpose, viz. :—

	Rs.	c.
For the construction of an iron shed and quay wall in the Customs, Colombo	52,240	92
For the construction of an iron shed adjoining "I" Warehouse ...	51,107	0
For alterations at the Wharf, at the root of the Breakwater, in connection with the new cooly ticket system	4,846	32

The motion was agreed to.

BILLS.

7. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to further amend the Laws relating to Public Thoroughfares in this Colony" was read a first time, and the second reading was fixed for the next meeting of Council.

8. On the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the Year 1900" was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Civil Procedure Code, 1889,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

10. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Courts Ordinance, 1889,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee, was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

11. On the motion of the Colonial Secretary, the Council was on its rising adjourned till Thursday, December 12, 1901, at 2.30 P.M.

THURSDAY, DECEMBER 12, 1901.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

H. E. Major-General F. T. HOBSON.
The Hon. Mr. R. W. IEVERS.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

MOTIONS.

3. Pursuant to notice, the Hon Mr. W. H. Figg, seconded by the Hon. Mr. F. C. Loos, moved—That leave be granted to introduce a Bill entitled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney."

The motion was agreed to. The first reading of the Bill was fixed for the next meeting of Council.

4. Pursuant to notice, the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. S. N. W. Hulugalle, moved—That leave be granted to introduce a Bill entitled "An Ordinance to Incorporate the Board of Directors of the Jaffna Hindu College."

The motion was agreed to. The first reading was fixed for some subsequent meeting.

5. Pursuant to notice, the Hon. Mr. Giles F. Walker, seconded by the Hon. Mr. F. C. Loos, moved—For a Return showing—

(1) The number of cases instituted in the District Court of Colombo during the year 1901, classified under the following heads :—

(*a*) Partition Cases ; (*b*) Land Cases ; (*c*) Crown Cases ; (*d*) Money Cases ; (*e*) Matrimonial Cases ; (*f*) Insolvency Cases ; (*g*) Testamentary Cases ; (*h*) Other Cases, if any, not included in the above.

(2) The number of cases instituted and decided in 1901.

(3) The number of cases instituted, but not yet decided, in each year from 1886 to 1899, inclusive.

(4) The number of cases actually taken upon the first day fixed for trial in the years 1900 and 1901.

(5) The number of days in 1901 when there were two District Judges sitting for regular District Court work.

The motion was agreed to.

BILLS.

6. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 10th December, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Civil Procedure Code, 1889,'" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

7. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 10th December, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Courts Ordinance, 1889,'" was re-committed. The Bill having been reported as amended in Committee was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

8. The Council having gone into Committee, the Attorney-General brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance to impose a General Tax on Dogs," which was taken as read. The Bill having been reported as amended in Committee the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

9. On the motion of the Auditor-General, seconded by the Colonial Secretary, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the Year 1900" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

10. On the motion of the Colonial Secretary, the Council was on its rising adjourned to Thursday, December 19, 1901, at 2.30 P.M.

THURSDAY, DECEMBER 19, 1901.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

H. E. Major-General F. T. HOBSON.
The Hon. Mr. R. W. IEVERS.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPERS.

3. The Colonial Secretary laid on the table the following Papers :—

Return showing the Sections of the Main and Sea Coast Lines of the Railway protected by wire fencing.

Sessional Paper, 1901 :—

No. XLV.—Revised Estimate of the Railway from Maradana Junction Station to Yatiyantota.

ASSENT TO BILLS.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances :—

Ordinance No. 23 of 1901, "An Ordinance to amend 'The Civil Procedure Code, 1889.' "

Ordinance No. 24 of 1901, "An Ordinance to amend 'The Courts Ordinance, 1889.' "

MOTION.

5. Pursuant to notice, the Colonial Secretary, seconded by the Auditor-General, moved—That the following sums be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, or to other loans to be raised for the purpose, viz. :—

	Rs.
For constructing a new strong room, Customs premises, Colombo ...	9,617
To meet the cost of fixing a buoy at the end of the South-West Breakwater	3,600

The motion was agreed to.

BILLS.

6. On the motion of the Hon. Mr. W. H. Figg, seconded by the Hon. Mr. F. C. Loos, the Bill intituled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney" was read a first time, and the second reading was fixed for the next meeting of Council.

7. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Vehicles Ordinance, 1901,' " was read a first time, and the second reading was fixed for the next meeting of Council.

8. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 17th December, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to provide for the Registration of Dogs" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

9. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 17th December, 1901, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the Year 1900" was, on the motion of the Auditor-General, seconded by the Colonial Secretary, read a third time and passed.

ADJOURNMENT.

10. On the motion of the Colonial Secretary, the Council was on its rising adjourned to Wednesday, January 8, 1902, at 2.30 P.M.

WEDNESDAY, JANUARY 8, 1902.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
H. E. Major-General F. T. HOBSON.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

OATH.

2. The Hon. Mr. E. F. im Thurn took the oath and his seat as Lieutenant-Governor and Colonial Secretary.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

PETITION.

4. The Hon. Mr. S. N. W. Hulugalle presented a petition from inhabitants of the village Nikiniyawa, North-Central Province, relative to fines imposed on them for failure to do earthwork on Kalawewa Tank.

PAPERS.

5. The Lieutenant-Governor laid on the table the following Papers :—

The Ceylon Administration Reports for 1900.

Sessional Papers, 1901 :—

No. XLVII.—Papers regarding a proposed Loop Line to Kandy to avoid the Rock Slips on the Kadugannawa Railway Incline.

Sessional Papers, 1902 :—

No. I.—Administration Report of the Municipal Council of Kandy for the Year 1900.

ASSENT TO BILLS.

6. The Lieutenant-Governor announced that His Excellency the Governor had given his assent to the following Ordinances :—

Ordinance No. 25 of 1901, intituled "An Ordinance to provide for the Registration of Dogs."

Ordinance No. 26 of 1901, intituled "An Ordinance for making final provision for the Supplementary Contingent Charges for the Year 1900."

MOTION.

7. Pursuant to notice, the Lieutenant-Governor, seconded by the Auditor-General, moved—That a sum not exceeding Rs. 63,000 be charged to the loan of £1,000,000 sterling, raised under Ordinance No. 17 of 1893, to meet the cost of six sets of additional moorings for the Colombo Harbour.

The motion was agreed to.

BILLS.

8. On the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to amend Ordinance No. 15 of 1896, intituled 'An Ordinance for the Repression of Crime in this Colony,'" was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Lieutenant-Governor, the Bill intituled "An Ordinance to amend 'The Petroleum Ordinance, 1887,'" was read a first time, and the second reading was fixed for the next meeting of Council.

10. On the motion of the Hon. Mr. W. H. Figg, seconded by the Hon. Mr. F. C. Loos, the Bill intituled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney" was read a second time, and the Council went into Committee thereon. In Committee, the Bill was referred to a Sub-Committee consisting of the Attorney-General, the Treasurer, the Hon. Mr. W. H. Jackson, the Hon. Mr. F. C. Loos, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. W. H. Figg.

11. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Vehicles Ordinance, 1901,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

12. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Thursday, January 16, 1902, at 2.30 P.M.

THURSDAY, JANUARY 16, 1902.

PRESENT :

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
H. E. Major-General F. T. HOBSON.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PETITION.

3. The Hon. Mr. W. G. Rockwood presented a petition from Suppen Kanapathipillai relative to a land claim.

NOTICE OF MOTION.

4. The Lieutenant-Governor gave notice that at the next meeting of Council he would move that a Select Committee be appointed to arrange for the presentation to the King of an Address in a suitable casket on the occasion of His Majesty's Coronation.

QUESTIONS.

5. The Hon. Mr. J. N. Campbell, with permission of the Council, asked—If any information could be given as to sending a second Ceylon Contingent to South Africa.

His Excellency the Governor replied.

6. Pursuant to notice, the Hon. Mr. W. G. Rockwood asked—How long Anuradhapura has been in telegraphic communication with Jaffna by a line passing through Chavakachcheri and Pallai, and if it is the intention of Government to establish telegraph offices at those stations, so as to bring them in direct communication with Colombo and Jaffna in view of the Northern Extension.

The Lieutenant-Governor replied.

7. Pursuant to notice, the Hon. Mr. W. G. Rockwood asked—Whether the attention of Government has been drawn to the origin of the present outbreak of cholera in Jaffna, and whether there has been any relaxation of the safeguards prescribed for keeping plague out of the northern parts of the Island.

The Lieutenant-Governor replied.

BILLS.

8. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 14th January, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Vehicles Ordinance, 1901,'" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

9. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to amend 'The Petroleum Ordinance, 1887,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee, was referred to the Law Officers of the Crown for report.

10. On the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to amend Ordinance No. 15 of 1896, intituled 'An Ordinance for the Repression of Crime in this Colony,'" was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee, was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

11. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Tuesday, January 21, 1902, at 2.30 P.M.

TUESDAY, JANUARY 21, 1902.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
H. E. Major-General F. T. HOBSON.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

ASSENT TO BILLS.

3. The Lieutenant-Governor announced that His Excellency the Governor had given his assent to the following Ordinance:—

Ordinance No. 1 of 1902, intituled "An Ordinance to amend 'The Vehicles Ordinance, 1901.'"

PAPERS.

4. The Lieutenant-Governor laid on the table the following Paper:—

Regulations and Rules concerning Land Sales made by the Governor in Executive Council.

MOTION.

5. On the motion of the Lieutenant-Governor, seconded by the Hon. Mr. J. N. Campbell, it was resolved that a Select Committee, consisting of the Lieutenant-Governor, the Major-General, the Hon. Mr. Giles F. Walker, the Hon. Mr. W. G. Rockwood, and the Hon. Mr. S. C. Obeyesekere, be appointed to arrange for the presentation to the King of an Address in a suitable casket on the occasion of His Majesty's Coronation.

The motion was agreed to.

BILLS.

6. On the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinances, 1887, 1890, and 1896,'" was read a first time, and the second reading was fixed for the next meeting of Council.

7. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 20th January, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Petroleum Ordinance, 1887,'" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

8. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 20th January, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend Ordinance No. 15 of 1896, intituled 'An Ordinance for the Repression of Crime in this Colony,'" was, on the motion of the Attorney-General, seconded by the Auditor-General, read a third time and passed.

ADJOURNMENT.

9. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Monday, January 27, 1902, at 2.30 P.M.

MONDAY, JANUARY 27, 1902.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
H. E. Major-General F. T. HOBSON.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. H. WACE.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

ASSENT TO ORDINANCES.

3. The Lieutenant-Governor announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 2 of 1902, intituled "An Ordinance to amend 'The Petroleum Ordinance, 1887.'"

Ordinance No. 3 of 1902, intituled "An Ordinance to amend Ordinance No. 15 of 1896, intituled 'An Ordinance for the Repression of Crime in this Colony.'"

BILLS.

4. On the motion of the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. W. G. Rockwood, the Bill intituled "An Ordinance to Incorporate the Board of Directors of the Jaffna Hindu College" was read a first time, and the second reading was fixed for the next meeting of Council.

5. On the motion of the Attorney-General, seconded by the Lieutenant-Governor, the Bill intituled "An Ordinance regulating the employment of Natives outside the Island" was read a first time, and the second reading was fixed for the next meeting of Council.

6. On the motion of the Attorney-General, seconded by the Lieutenant-Governor, the Bill intituled "An Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads" was read a first time, and the second reading was fixed for the next meeting of Council.

7. On the motion of the Attorney-General, seconded by the Lieutenant-Governor, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinances, 1887, 1890, and 1896,'" was read a second time, and the Council went into Committee thereon. In Committee the Bill was referred to a Sub-Committee consisting of the Attorney-General, the Auditor-General, the Treasurer, the Government Agent, Central Province, the Hon. Mr. Giles F. Walker, the Hon. Mr. W. G. Rockwood, the Hon. Mr. S. C. Obeyesekere, and the Hon. Mr. F. C. Loos.

ADJOURNMENT.

8. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Monday, February 17, 1902, at 2.30 P.M.

WEDNESDAY, FEBRUARY 19, 1902.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. G. M. FOWLER.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

OATH.

2. The Hon. Mr. G. M. Fowler took the oath on assuming his seat as Government Agent, Western Province.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

PAPERS.

4. The Lieutenant-Governor laid on the table the following Papers :—

Copies of Orders made by the Governor, with the advice of the Executive Council, imposing a charge on the Districts of Navatcuda and Nochchimunai, including Uppodai, and Ambalangoda, in which Punitive Police have been quartered.

By-laws of the Municipal Councils of Colombo, Kandy, and Galle in force at present.

Return of Accidents in Mines and Factories.

Sessional Papers, 1902 :—

No. III.—Wire Fencing on Government Railways.

No. IV.—Report on the Educational System of the Madras Presidency.

No. V.—Papers relating to the Acoustics and Ventilation of the Council Chamber.

QUESTION.

5. Pursuant to notice, the Hon. Mr. J. N. Campbell asked—If Government will be able to lay before Council at an early date full information with regard to the issue of the Ceylon loan of £1,400,000.

The Lieutenant-Governor replied.

MOTIONS.

6. Pursuant to notice, the Lieutenant-Governor, seconded by the Auditor-General, moved—That a sum not exceeding Rs. 75,000 be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893 for the improvement of the Colombo Harbour, or to other loans to be raised for the purpose, to meet the cost of widening Seashore Street, Colombo.

The motion was agreed to.

7. Pursuant to notice, the Lieutenant-Governor, seconded by the Auditor-General, moved—That this Council do vote the amount required for payment of half salary to Mr. J. A. Legge, who has been appointed Master Attendant of Colombo in succession to Captain Donnan, from the 10th January, 1902, the date of his embarkation for Ceylon, to date of arrival, and full salary from the 1st February, 1902, the date of his arrival, till the salary of the office becomes available on the retirement of the present incumbent.

The motion was agreed to.

BILLS.

8. On the motion of the Attorney-General, seconded by the Government Agent, Central Province, the Bill intituled "An Ordinance for the prevention of Accidents by Explosives" was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Government Agent, Central Province, the Bill intituled "An Ordinance relating to the Ceylon Government Railways" was read a first time, and the second reading was fixed for the next meeting of Council.

10. The Council having gone into Committee, the Hon. Mr. W. H. Figg brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney," which was taken as read. The Bill having been reported as amended in Committee, the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

11. On the motion of the Attorney-General, seconded by the Government Agent, Central Province, the Bill intituled "An Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads" was read a second time, and the Council went into Committee thereon. In Committee the Bill was referred to a Sub-Committee consisting of the Attorney-General, the Government Agent, Central Province, the Hon. Mr. F. A. Cooper, the Hon. Mr. J. N. Campbell, the Hon. Mr. Giles F. Walker, and the Hon. Mr. F. C. Loos.

12. On the motion of the Attorney-General, seconded by the Government Agent, Central Province, the Bill intituled "An Ordinance regulating the employment of Natives outside the Island" was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee was referred to the Law Officers of the Crown for report.

13. On the motion of the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. W. G. Rockwood, the Bill intituled "An Ordinance to Incorporate the Board of Directors of the Jaffna Hindu College" was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee was referred to the Law Officers of the Crown for report.

ADJOURNMENT.

14. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Saturday, March 15, 1902, at 2.30 P.M.

SATURDAY, MARCH 15, 1902.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President.*

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. F. R. ELLIS, C.M.G.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

MINUTES.

2. The Minutes of the last Meeting were read and confirmed.

PAPERS.

3. The Lieutenant-Governor laid on the table the following Papers:—

Rules to regulate the importation, storage, and transport of Calcium Carbide.

Rule made by the Municipal Council of Colombo, under the provisions of Ordinance No. 8 of 1901.

Rules for the guidance of Notaries.

MOTIONS.

4. Pursuant to notice, the Hon. Mr. F. C. Loos, seconded by the Hon. Mr. Giles F. Walker, moved—That in the opinion of this Council it is desirable to establish Zoological Gardens in Colombo, and as such a scheme would be most beneficial both from a scientific and educational point of view, it is reasonable that Government should assist this enterprise by granting a substantial annual subsidy.

The Lieutenant-Governor replied.

The motion was by leave withdrawn.

5. Pursuant to notice, the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. S. N. W. Hulugalle, moved—That with reference to the Sessional Paper III. of 1902 (Return showing Wire Fencing on Government Railways of the Island), the section between Colombo and Kandy be more adequately protected with wire fencing.

The Lieutenant-Governor replied.

The motion was by leave withdrawn.

6. Pursuant to notice, the Lieutenant-Governor, seconded by the Treasurer, moved—That a sum not exceeding Rs. 1,760 be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, or to other loans to be raised for the purpose, to meet the cost of constructing a new approach road to the grain sheds at Kochchikada.

The motion was agreed to.

BILLS.

7. On the motion of the Attorney-General, seconded by the Government Agent, Western Province, the Bill intituled "An Ordinance to further amend the Laws relating to Public Thoroughfares in this Colony" was read a first time, and the second reading was fixed for the next meeting of Council.

8. On the motion of the Attorney-General, seconded by the Auditor-General, the Bill intituled "An Ordinance to amend 'The Licensing Ordinance, 1891,'" was read a first time, and the second reading was fixed for the next meeting of Council.

9. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance relating to the Wanton Destruction of Elephants, Buffaloes, and other Game" was read a first time, and the second reading was fixed for the next meeting of Council.

10. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 28th February, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney" was re-committed. The Bill having been reported as amended in Committee was, on the motion of the Hon. Mr. W. H. Figg, seconded by the Hon. Mr. F. C. Loos, read a third time and passed.

11. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 28th February, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance regulating the employment of Natives outside the Island" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

12. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 15th March, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to Incorporate the Board of Directors of the Jaffna Hindu College" was, on the motion of the Hon. Mr. S. C. Obeyesekere, seconded by the Hon. Mr. S. N. W. Hulugalle, read a third time and passed.

13. The Council having gone into Committee, the Attorney-General brought up the report of the Sub-Committee appointed to consider and report upon the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinances, 1887, 1890, and 1896,'" which was taken as read. The Bill having been reported as amended in Committee, the report was adopted; and the Bill was ordered to be referred to the Law Officers of the Crown for report.

14. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance for the prevention of Accidents by Explosives" was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee, the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

15. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance relating to the Ceylon Railways." was read a second time, and the Council went into Committee thereon. The Bill having been reported as amended in Committee, the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

16. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned *sine die*.

MONDAY, APRIL 14, 1902.

PRESENT:

His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., *President*.

The Hon. Mr. E. F. IM THURN, C.B., C.M.G.
The Hon. Sir HECTOR A. MACDONALD, K.C.B., D.S.O., A.D.C.
The Hon. Mr. C. P. LAYARD.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. G. M. FOWLER.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. GILES F. WALKER.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Governor took the Chair.

OATH.

2. The Hon. Sir Hector A. Macdonald took the oath and his seat as General Officer Commanding the Troops.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

PETITIONS.

4. The Hon. Mr. S. C. Obeyesekere presented a petition from holders of licenses to retail liquor, against the proposed amendment of "The Licensing Ordinance, 1891."

ASSENT TO BILLS.

5. The Lieutenant-Governor announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 4 of 1902, intituled "An Ordinance to provide for the Registration of Written Authorities and Powers of Attorney."

Ordinance No. 5 of 1902, intituled "An Ordinance regulating the employment of Natives outside the Island."

Ordinance No. 6 of 1902, intituled "An Ordinance to Incorporate the Board of Directors of the Jaffna Hindu College."

PAPERS.

6. The Lieutenant-Governor laid on the table the following Papers :—

Administration Reports, 1901 :—

Part I., Revenue : Report of the Government Agent, North-Central Province; Report of the Government Agent, Province of Uva.

Part IV., Miscellaneous : Report of the Director, Royal Botanic Gardens; Report of the Acting Government Printer.

Sessional Papers, 1902 :—

No. VII.—Reports of the Central and Provincial Irrigation Boards for 1900.

No. VIII.—Statement and Account of the Widows' and Orphans' Pension Fund for the Year 1901.

Return showing—

The Number of Cases instituted in the District Court of Colombo during 1901.

The Number of Cases instituted and decided in 1901.

The Number of Cases instituted, but not yet decided, in each Year from 1886 to 1899.

The Number of Cases actually taken up on the first day fixed for trial in the years 1900 and 1901.

The Number of Days in 1901 when there were two District Judges sitting for regular District Court work.

By-laws made by the Municipal Council of Colombo and confirmed by the Governor, with the advice of the Executive Council, in terms of sub-section (2) of section 6 of Ordinance No. 8 of 1901.

MOTIONS.

7. Pursuant to notice, the Lieutenant-Governor, seconded by the Hon. Mr. J. N. Campbell, moved—That the following Address be presented to the King on the occasion of his Coronation, and be signed on behalf of the people of the Island by the Members of the Legislative Council of Ceylon :—

MAY IT PLEASE YOUR MOST GRACIOUS MAJESTY,

At this time, when the Crown which signifies your sway over the countless peoples of the British Empire is being placed upon your brow, we your subjects of many diverse Eastern and Western Races now in the Island of Ceylon, where the visit in 1875 of Your Majesty has taken its place as a joyous event in our history, and where the recent happy visit of Your Messengers to us, Their Royal Highnesses the Prince and Princess of Wales, is still fresh in our memories, desire humbly, joyfully, and loyally to add our voices to the world-wide congratulations of your subjects which acclaim You as Our Sovereign Lord and Her Most Gracious Majesty Queen ALEXANDRA as Our Sovereign Lady. May God long preserve Our King and Queen.

The motion was agreed to.

8. Pursuant to notice, the Lieutenant-Governor, seconded by the Hon. Mr. J. N. Campbell, moved—This Council congratulates His Excellency the Governor on his appointment to represent the Eastern Colonies at the approaching Coronation of Their Majesties, and cordially agrees with the Secretary of State for the Colonies that it should not involve him in any expense. They accordingly vote a sum of Rs. 30,000, to be placed at His Excellency's disposal, as an entertainment allowance, and to meet the expenditure which he will have to incur in order to represent the Colony with suitable dignity on so auspicious an occasion.

The motion was agreed to.

9. Pursuant to notice, the Lieutenant-Governor, seconded by the Treasurer, moved—That a sum not exceeding Rs. 60,000 be charged to the loan of £1,000,000 sterling raised under Ordinance No. 17 of 1893, or to other loans to be raised for the purpose, to meet the cost of the new Master Attendant's Jetty at Colombo.

The motion was agreed to.

10. Pursuant to notice, the Lieutenant-Governor, seconded by the Government Agent, Central Province, moved—That a sum not exceeding Rs. 6,500 be advanced to the Local Board of Hatton and Dikoya, for the drainage of the streets, to be repaid in ten annual instalments, with interest at the rate of four per cent. per annum.

The motion was agreed to.

11. Pursuant to notice, the Lieutenant-Governor, seconded by the Treasurer, moved—That a sum not exceeding Rs. 5,000 be advanced to the District Road Committee of Jaffna, for the improvement of the Chankanai market, to be repaid in ten annual instalments, with interest at the rate of four per cent. per annum.

The motion was agreed to.

BILLS.

12. On the motion of the Attorney-General, seconded by the Hon. Mr. J. N. Campbell, the Bill intituled "An Ordinance to provide for the increase of the Export Duty on Tea" was read a first time, and the second reading was fixed for the next meeting of Council.

13. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 7th April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to amend 'The Municipal Councils' Ordinances, 1887, 1890, and 1896,'" was re-committed. The Bill having been reported as amended in Committee was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

14. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 7th April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance for the prevention of Accidents by Explosives" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

15. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 7th April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance relating to the Ceylon Railways" was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

16. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance to further amend the Laws relating to Public Thoroughfares in this Colony" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee, the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

17. On the motion of the Attorney-General, seconded by the Treasurer, the Bill intituled "An Ordinance relating to the Wanton Destruction of Elephants, Buffaloes, and other Game" was read a second time, and the Council went into Committee thereon. The Hon. Mr. S. N. W. Hulugalle moved that section 5 be amended to allow of a tusker captured under that section being retained by the captor. The Council divided as follows:—

Ayes.	*Noes.*
The Hon. Mr. W. M. Abdul Rahiman.	The Hon. Mr. W. H. Figg.
The Hon. Mr. S. N. W. Hulugalle.	The Hon. Mr. Giles F. Walker.
The Hon. Mr. S. C. Obeyesekere.	The Hon. Mr. J. N. Campbell.
The Hon. Mr. W. G. Rockwood.	The Hon. Mr. F. A. Cooper.
	The Government Agent, Central Province.
	The Government Agent, Western Province.
	The Treasurer.
	The Attorney-General.
	The Major-General.
	The Lieutenant-Governor.

Ayes, 4; Noes, 10; Majority, 6. The motion was accordingly lost.

The Bill having been reported as passed in Committee, the report was adopted, and the Bill was ordered to be referred to the Law Officers of the Crown for report.

ADJOURNMENT.

18. On the motion of the Lieutenant-Governor, the Council was on its rising adjourned till Friday, April 25, 1902, at 2.30 P.M.

FRIDAY, APRIL 25, 1902.

PRESENT:

His Excellency E. F. IM THURN, Esq., C.B., C.M.G., *President*.

The Hon. Mr. R. W. IEVERS.	The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Sir HECTOR A. MACDONALD, K.C.B., D.S.O., A.D.C.	The Hon. Mr. W. H. JACKSON.
The Hon. Mr. C. P. LAYARD.	The Hon. Mr. J. N. CAMPBELL.
The Hon. Mr. C. A. MURRAY.	The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. G. M. FOWLER.	The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. H. WACE.	The Hon. Mr. W. H. FIGG.
	The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Lieutenant-Governor took the Chair.

OATH.

2. The Hon. Mr. R. W. Ievers took his oath and his seat as Acting Colonial Secretary.

MINUTES.

3. The Minutes of the last Meeting were read and confirmed.

ASSENT.

4. The Colonial Secretary announced that His Excellency the Governor had given his assent to the following Ordinances:—

Ordinance No. 7 of 1902, intituled "An Ordinance to amend 'The Municipal Councils' Ordinances, 1887, 1890, and 1896.'"

Ordinance No. 8 of 1902, intituled "An Ordinance for the prevention of Accidents by Explosives."

Ordinance No. 9 of 1902, intituled "An Ordinance relating to the Ceylon Railways."

PAPERS.

5. The Colonial Secretary laid on the table the following Papers:—

Administration Reports, 1901:—

Part IV., Miscellaneous: Report of the Acting Director of the Colombo Museum; Report of the Resident Engineer, Colombo Harbour Works.

By-laws made by the Municipal Council of Kandy, and confirmed by the Governor, with the advice of the Executive Council.

Amendment of By-law 3 (*d*), Chapter XIII., made by the Municipal Council of Kandy, and confirmed by the Governor, with the advice of the Executive Council.

QUESTION.

6. With permission of the Council, the Hon. Mr. J. N. Campbell asked for further information as to the recent issue of Ceylon 3 per cent. Stock.

The Colonial Secretary replied.

BILLS.

7. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 18th April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance to further amend the Laws relating to Public Thoroughfares in this Colony" was, on the motion of the Attorney-General, seconded by the Colonial Secretary, read a third time and passed.

8. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 21st April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill intituled "An Ordinance relating to the Wanton Destruction of Elephants, Buffaloes, and other Game" was, on the motion of the Attorney-General, seconded by the Colonial Secretary, read a third time and passed.

9. On the motion of the Attorney-General the Council went into Committee on the Bill intituled "An Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads," and the Attorney-General brought up the report of the Sub-Committee, which was read by the Clerk to the Council. The Bill having been reported as amended in Committee, the Attorney-General, seconded by the Hon. Mr. J. N. Campbell, moved that the Standing Orders be suspended, which was agreed to. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 21st April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill was, on the motion of the Attorney-General, seconded by the Treasurer, read a third time and passed.

10. On the motion of the Attorney-General, seconded by the Hon. Mr. J. N. Campbell, the Bill intituled "An Ordinance to provide for the increase of the Export Duty on Tea" was read a second time, and the Council went into Committee thereon. The Bill having been reported as passed in Committee, the Attorney-General, seconded by the Hon. Mr. J. N. Campbell, moved that the Standing Orders be suspended, which was agreed to. The Clerk to the Council having read the report of the Law Officers of the Crown, dated 18th April, 1902, stating that there was in their opinion no legal impediment to the execution by the Colonial Tribunals of a law framed in terms of the draft, the Bill was, on the motion of the Attorney-General, seconded by the Hon. Mr. J. N. Campbell, read a third time and passed.

ADJOURNMENT.

11. On the motion of the Colonial Secretary, the Council was on its rising adjourned *sine die*.

SATURDAY, AUGUST 9, 1902.

PRESENT:

His Excellency E. F. IM THURN, Esq., C.B., C.M.G., *President*.

The Hon. Mr. R. W. IEVERS, C.M.G.
The Hon. Sir HECTOR A. MACDONALD, K.C.B., D.S.O., A.D.C.
The Hon. Mr. A. G. LASCELLES.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. J. H. DE SARAM, C.M.G.
The Hon. Mr. G. M. FOWLER.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

OATHS.

1. The Hon. Mr. A. G. Lascelles and the Hon. Mr. J. H. de Saram, C.M.G., took their oaths and their seats as Attorney-General and Acting Treasurer respectively.

PAPERS.

2. The Colonial Secretary laid on the table the following Paper:—

Sessional Paper, 1902:—

No. XII.—Reports on the Pearl Fisheries of Ceylon.

MOTION.

3. The Colonial Secretary moved, seconded by the Hon. Mr. Giles F. Walker—That His Excellency the Lieutenant-Governor be requested to send a telegram to the Secretary of State for the Colonies to the effect that the Legislative Council, on behalf of the people of Ceylon, offers dutiful and loyal homage to Their Majesties the KING and QUEEN on this day, which is to them a day of great rejoicing, not only on account of the Coronation, but also as marking a definite stage in the King's most happy restoration to health.

The motion was agreed to.

ADJOURNMENT.

4. On the motion of the Colonial Secretary, the Council was on its rising adjourned *sine die*.

FRIDAY, OCTOBER 17, 1902.

PRESENT :

His Excellency E. F. IM THURN, Esq., C.B., C.M.G., *President.*

The Hon. Mr. R. W. IEVERS, C.M.G.
The Hon. Mr. A. G. LASCELLES.
The Hon. Mr. C. A. MURRAY.
The Hon. Mr. J. H. DE SARAM, C.M.G.
The Hon. Mr. G. M. FOWLER.
The Hon. Mr. H. WACE.
The Hon. Mr. F. A. COOPER, C.M.G.
The Hon. Mr. W. H. JACKSON.
The Hon. Mr. W. G. ROCKWOOD, M.D.
The Hon. Mr. S. C. OBEYESEKERE.
The Hon. Mr. S. N. W. HULUGALLE.
The Hon. Mr. F. C. LOOS.
The Hon. Mr. W. H. FIGG.
The Hon. Mr. W. M. ABDUL RAHIMAN.

1. The Council met pursuant to adjournment. His Excellency the Lieutenant-Governor took Chair.

MINUTES.

2. The Minutes of the Meetings of April 25 and August 9, 1902, were read and confirmed.

PAPERS.

3. The Colonial Secretary laid on the table the following Papers :—

Transcripts of Resolutions come to by the House of Lords and the House of Commons, respectively, on the 5th June, conveying their thanks for, and their high approval of, the distinguished services of His Majesty's Colonial and other Forces during the recent prolonged campaign in South Africa.

The Ceylon Blue Book for 1901.

The Ceylon Administration Reports for 1901.

The Administration Report of the Municipal Council of Galle for the year 1901.

Memorandum and Estimate of the Cost of the Karachchi Irrigation Scheme.

Returns under the Waste Lands Ordinance for 1900 and 1901.

Regulations under "The Explosives Ordinance, 1901."

Regulations under "The Lepers' Ordinance, 1901."

Rule under section 76 of "The Prisons Ordinance, 1877."

Rules under section 6 of "The Village Communities' Ordinance, 1889."

Rules relating to pensions to officers of the Local Board of Negombo.

Rules under "The Village Communities' Ordinance, 1899," for the Island of Delft.

Revised rules under the Village Communities' Ordinances of 1889 and 1894 for the divisions of Galboda and Kinigoda korales, Paranakuru korale, Beligal korale, and Three Korales, and Lower Bulatgama of the District of Kegalla.

By-laws made by the Local Board of Batticaloa in respect of the public slaughter-house, Batticaloa.

By-laws made by the Local Board of Hatton-Dikoya in respect of the public slaughter-houses at Hatton and Dikoya.

Dietary scale for European prisoners.

MOTION.

4. The Colonial Secretary, seconded by the Hon. Mr. W. G. Rockwood, moved—That an Address of Welcome be presented to His Excellency Sir J. West Ridgeway, G.C.M.G., K.C.B., K.C.S.I., Governor and Commander-in-Chief, on the occasion of his return to the Island from the representation of the Eastern Colonies at the Coronation of Their Majesties the King and Queen.

The motion was agreed to.

On the motion of the Colonial Secretary, the Council went into Committee. The Hon. Mr. W. G. Rockwood moved, seconded by the Hon. Mr. S. C. Obeyesekere, that the following Address be presented to His Excellency the Right Hon. Sir J. West Ridgeway :—

To His Excellency the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.

MAY IT PLEASE YOUR EXCELLENCY,—THE Legislative Council of Ceylon desires again heartily to welcome Your Excellency on your return from so worthily representing Ceylon, and the Eastern Colonies generally, in the splendid and historic ceremonies of the Coronation of KING EDWARD VII.

The Council can now hope for your presence only for a comparatively brief further period. It is, however, satisfied that this period will be spent by Your Excellency in adding to the many and great services which you have already rendered to Ceylon, and it trusts as heretofore to give all possible assistance to your good work.

The motion was agreed to.

The Council resumed.

CLOSING OF SESSION.

5. His Excellency the Lieutenant-Governor declared the Session of Council closed.

XXIX.—1901.

PROGRESS REPORT

OF

THE UDA PUSSELLAWA RAILWAY.

By Mr. H. OLIVER,

Chief Resident Engineer, Northern and Uda Pussellawa Railways.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the Government Record Office, Colombo, price 10 cents.

1901.

THE UDA PUSSELLAWA RAILWAY.

The CHIEF RESIDENT ENGINEER, Northern and Uda Pussellawa Railways, to the Hon. the COLONIAL SECRETARY.

No. 216.,

Railway Extension Office,
Kandy, August 7, 1901.

Uda Pussellawa Railway : Progress Report.

SIR,—I HAVE the honour to submit for the information of His Excellency the Governor my report upon the work done on the Uda Pussellawa Railway up to the 30th June last, together with certificates (five) showing the quantities of work done and a statement of expenditure to that date.

2. The total expenditure at the end of June was Rs. 127,091·14 ; of this, Rs. 111,729·59 was expended in Ceylon and Rs. 15,361·55 in England by the Crown Agents for the Colonies.

3. Construction work was begun in November last on the Crown lands between Edinburgh estate, Nanu-oya, and Blackpool, and between Nuwara Eliya and Barrack Plains reservoir, about $3\frac{3}{4}$ miles altogether.

4. I will state what has been done to the end of June under the different headings shown in the statement of expenditure.

SCHEDULE NO. 1.

5. A, *Earthwork.*—The total quantity of earthwork excavated is 42,356 cubic yards, of which 8,365 cubic yards were rock and 33,991 were earth. This is the bulk of the earthwork on the short length of line on which work is being carried on.

6. B, *Bridges.*—A little work has been done at three bridges, one over the Nanu-oya at Blackpool, one at 7 miles 48 chains, and one over the Kandapola-ela. For the masonry works in and near Nuwara Eliya there is no stone to be obtained close at hand. On the first 4 miles and from Lover's Leap to the end of the railway there appears to be plenty of good stone.

7. C, *Culverts.*—Work at forty-two culverts has been put in hand ; of these, several of the smaller ones are finished. In some cases the work done has been only the lengthening of a road culvert or building a parapet wall over the end of one. The quantity of concrete and masonry executed in culverts was 447 cubic yards.

8. D, *Retaining Walls.*—The work done is in two retaining walls by the side of the Nanuoya-Nuwara Eliya road.

9. E, *Permanent Way.*—The small expenditure shown under this heading is for ballast which has been supplied.

10. H, *Metalling Roads.*—The work done is on parts of the Nanuoya-Nuwara Eliya road, which have been widened on one side to allow room for the railway on the other.

11. The remaining items of expenditure in Schedule No. 1 are for general and cement stores and magazine for explosives at Nanu-oya, for stores bought locally, and under "Extraneous Charges" a proportion of the cost of the new carriage shop at Colombo station.

SCHEDULE NO. 2.

12. M, *Land and Compensation.*—The amount set down is for the bungalow and adjoining land on Edinburgh estate which have been acquired The railway trace passes the front and the back of this bungalow at a short distance from it. The house will be used during construction as a residence for the Assistant Engineer, and when the line is open engine drivers or guards will occupy it.

13. N, *Engineering and Administration.*—The amount expended under this head is divided into two parts : one, "Preliminary Charges," is the expenditure up to the time construction work began, and includes the cost of the various surveys that have been made for this railway ; the other is the expenditure since November last, the month construction work began.

14. P1, P2, P4, *Permanent Way Material and Sleepers.*—The rails and fastenings have arrived in the Colony, and the expenditure entered against permanent way is for landing charges at Colombo and transport by rail to Nanu-oya. The small sum put down for sleepers, expended in Ceylon, is an advance of Rs. 500 made on account of freight. The sleepers are of Jarrah wood, and are supplied from Western Australia.

15. *General Remarks.*—Mr. F. Stewart, Chief Assistant, took up his duties at Nuwara Eliya in June last, previously he had been acting in my office as Office Assistant. Mr. N. de C. Walker, Assistant Engineer, was in charge of the work until Mr. Stewart went to Nuwara Eliya, he was assisted by Mr. J. R. Dissanayake. These gentlemen have satisfactorily performed their duties.

The want of land to work on is the principal reason why so little work has been done. I understand, however, that I may expect shortly to be placed in possession of some of the private land required for the line.

I have, &c.,

H. OLIVER,
Chief Resident Engineer,
Northern and Uda Pussellawa Railways.

ANNEXURE.

EARTHWORK.

1.—Certificate for Work executed during Half-Year ended June 30, 1901, and Return showing Total Work executed up to June 30, 1901.

Schedule Quantity in Cuttings.	Schedule Quantity of Side Cutting in Embankments.	Total Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
29	—	—	30	—	—	—	30
30	—	82	2,707	—	—	82	2,707
31	—	—	80	—	—	—	80
32	—	18	165	—	—	18	165
33	—	—	40	—	—	—	40
34	—	45	181	—	—	45	181
36	—	14	681	—	—	14	681
37	—	—	134	—	—	—	134
38	—	712	816	—	—	712	816
39	—	136	1,233	—	—	136	1,233
40	—	138	1,144	—	—	138	1,144
41	—	30	573	—	—	30	573
42	—	33	630	—	—	33	630
43	—	16	307	—	—	16	307
44	—	—	560	—	—	—	560
45	—	68	250	—	—	68	250
46	—	14	42	—	—	14	42
48	—	3	66	—	—	3	66
49	—	6	114	—	—	6	114
50	—	87	351	—	—	87	351
51	—	25	82	—	—	25	82
52	—	—	71	—	—	—	71
53	—	83	249	—	—	83	249
54	—	2,854	2,250	—	—	2,854	2,250
55	—	1,225	835	—	488	1,225	347
56	—	10	323	—	220	10	103
—	56	—	269	—	—	—	269
57	—	—	17	—	7	—	10
58	—	301	236	—	112	301	124
59	—	610	633	—	205	610	428
60	—	537	3,998	—	274	537	3,724
61	—	—	240	—	12	—	228
62	—	15	282	—	45	15	237
63	—	136	411	—	—	136	411
67–68	—	194	2,392	—	—	194	2,392
69–70	—	463	2,625	—	—	463	2,625
71	—	66	378	—	—	66	378
87	—	—	26	—	—	—	26
88	—	—	700	—	24	—	676
—	88	—	1,296	—	—	—	1,296
89	—	—	319	—	156	—	163
93	—	—	476	—	476	—	—
94	—	238	1,742	166	1,189	72	553
95	—	—	180	—	180	—	—
96	—	13	461	6	318	7	143
97	—	—	49	—	49	—	—
98	—	—	57	—	57	—	—
99	—	—	51	—	51	—	—
100	—	—	227	—	227	—	—
101	—	—	379	—	246	—	133
102	—	—	269	—	269	—	—
125	—	—	158	—	—	—	158
126	—	—	465	—	—	—	465
127	—	—	344	—	—	—	344
	—	8,172	32,594	172	4,605	8,000	27,989

2.—Certificate for Work done during the Half-Year ended June 30, 1901.

(Miscellaneous Earthwork, including Road Approaches and Diversions, Earthwork in Station Yards, Benching, and Side Ditches.)

Description.	Quantity executed to Date.		Quantity certified up to December 31, 1900.		Quantity executed during Half-year.	
	Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Benching at 1 mile 68 chains	—	5	—	—	—	5
Do. 2 miles	—	7	—	—	—	7
Do. 2 miles 11½ chains ...	—	5	—	—	—	5
Do. 2 miles 13½ chains ...	—	1	—	—	—	1
Do. 2 miles 15 chains	—	3	—	—	—	3
Do. 2 miles 18½ chains ...	—	3	—	—	—	3
Do. 2 miles 21 chains	—	4	—	—	—	4
Do. 2 miles 29 chains	—	1	—	—	—	1
Do. 2 miles 33 chains	—	20	—	—	—	20
Do. 2 miles 41 chains	—	14	—	—	—	14
Do. 2 miles 50 chains	—	89	—	—	—	89
Do. 2 miles 66 chains	—	71	—	—	—	71
Do. 2 miles 69½ chains ...	—	24	—	—	—	24
Do. 3 miles 3 chains	—	3	—	—	—	3
Do. 3 miles 5 chains	—	36	—	—	—	36
Do. 3 miles 30 chains	—	10	—	—	—	10
Do. 3 miles 53 chains and 3 miles 55 chains	—	15	—	—	—	15
Do. 4 miles 19 chains and 4 miles 20 chains ...	—	21	—	—	—	21
Do. 4 miles 22 chains and 4 miles 24½ chains	—	73	—	—	—	73
Do. 4 miles 34 chains	—	33	—	—	—	33
Do. 4 miles 41·50 chains ...	—	2½	—	—	—	2½
Do. 4 miles 52·50 chains ...	—	2	—	—	—	2
Do. 6 miles 72 chains	—	6	—	—	—	6
Do. 6 miles 73·50 chains ...	—	6	—	—	—	6
Do. 6 miles 75 chains	1	7	—	—	1	7
Do. 6 miles 78 chains	8	47	—	—	8	47
Do. 7 miles 5½ chains	—	28	—	—	—	28
Stream diversion 7 miles 43¾ chains ...	2	6	—	—	2	6
Do. 7 miles 43 chains and 7 miles 47 chains	180	720	—	—	180	720
Excavation for Public Works Department metal depôts	2	130	—	—	2	130
Benching at 10 miles 28½ chains ...	—	7	—	—	—	7
Do. 10 miles 37 chains ...	—	8	—	—	—	8
Benching	—	—	9	175	**9**	**175**
Side ditches	—	—	—	89	—	**89**
	193	1,397½	9	264	184	1,133½

BRIDGES.

3.—Return showing Total Work executed during the Half-Year ended June 30, 1901.

No. of Bridge.	Through Mileage as built.	Name and Description of Bridge.	Excavation in Foundations, Inlets, Outlets, and Stream Diversions.		Ordinary Masonry in Abutments.	Materials delivered.	Ashlar Dressing Foundations.
			Rock.	Earth.	Cement.		
	M. C.		c. yds.	c. yds.	c. yds.	Rs.	s. ft.
1	4 26·90	60 ft. span ...	27	16	10	120	111
4	7 48·57	10 ft. span ...	—	27	—	27	—
6	10 23·60	30 ft. span ...	31	89	—	60	—
		Quantity executed up to June 30, 1901 ...	58	132	10	207	111
		Quantity executed up to December 31, 1900 ...	182	726	—	—	—
		Quantity executed during the half-year ...	**124**	**594**	10	207	111

CULVERTS.

4.—Return Showing Total Work executed during the Half-Year ended June 30, 1901.

No. of Culvert.	Through Mileage as built.	Description of Culvert.	Excavation in Foundations, Inlets, Outlets, and Stream Diversions.		Concrete.	Masonry.		Pointing in Cement.	Handpacked Dry Stone Drains.	Dry Rubble Masonry Covered Drains.	Materials provided.	Chisel Dressing Foundations.
			Rock.	Earth.	6 of Stone 2 of Sand 1 of Cement	Cement.	Lime.					
	M. c.		c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	s. yds.	c. yds.	c. yds.	Rs.	s. ft.
34	2 8·45	2 ft. 6 in. by 3 ft. 6 in. double culvert ...	—	—	—	—	—	—	—	—	20	—
35	2 11·55	Dry stone drain ...	—	3	—	—	—	—	3	—	—	—
36	2 13·22	2 ft. by 3 ft. 6 in. culvert ...	17	—	—	—	—	—	—	—	12	—
38	2 18·30	Do. ...	6	17	—	—	—	—	—	—	—	—
39	2 21·50	Do. ...	6	30	—	—	—	—	—	—	15	—
40	2 29·40	2 ft. 6 in. by 4 ft. 6 in. culvert	15	48	—	—	67	—	—	—	6	—
41	2 32·41	2 ft. 6 in. by 3 ft. 6 in. culvert	13	37	—	—	52	—	—	—	6	—
42	2 40·44	1 ft. 10 in. open culvert ...	11	7	—	—	6	—	—	—	15	—
43	2 45·34	Do. ...	6	19	—	—	18	—	—	—	3	—
44	2 47·50	Do. ...	6	16	—	—	20	—	—	—	—	—
45	2 52·87	Do. ...	3	15	—	—	24	—	—	—	—	—
46	2 57·63	Do. ...	2	7	—	—	—	—	—	—	12	—
47	2 63·09	6 ft. open culvert ...	9	—	—	2	2	—	—	—	18	20
50	2 72·21	2 ft. by 3 ft. culvert ...	3	64	6	—	38	—	1	2	—	—
51	2 74·50	Do. ...	—	—	—	—	—	—	—	—	12	—
53	3 0·25	2 ft. 6 in. by 3 ft. 6 in. double culvert ...	4	12	—	—	—	—	—	—	33	—
54	3 3·65	1 ft. 10 in. open culvert ...	—	12	—	—	8	—	—	—	—	—
58	3 12·50	Do. ...	6	—	—	—	—	—	—	—	—	—
62	3 19·25	Do. ...	1	3	—	—	—	—	—	—	—	—
64	3 30·55	2 ft. by 3 ft. culvert ...	—	12	—	—	—	—	—	13	—	—
65	3 39·50	Do. ...	8	30	7½	—	—	—	—	14	—	—
67	3 48·35	2 ft. 6 in. by 3 ft. culvert ...	16	47	—	—	—	—	—	44	6	—
68	3 50·40	2 ft. by 3 ft. culvert ...	5	15	—	—	—	—	—	9½	—	—
69	3 59·25	Parapet wall ...	11½	3½	—	—	6	12	—	—	—	—
70	3 63·60	2 ft. by 3 ft. culvert ...	—	3	—	—	—	—	—	5	—	—
71	3 67·90	Do. ...	5	14	—	—	—	—	—	15	—	—
72	3 69·30	3 ft. by 3 ft. 6 in. culvert ...	2	5	—	—	—	—	—	15	—	—
73	3 76·90	2 ft. by 3 ft. culvert ...	3	9	4	—	—	—	—	10	—	—
74	4 1·80	2 ft. 6 in. by 4 ft. culvert ...	8	24	—	—	3	9	—	43	—	—
75	4 16	Dry stone drain ...	—	2	—	—	—	—	2	—	—	—
76	4 16·45	2 ft. by 3 ft. 6 in. culvert ...	—	108	15	—	39	—	20	—	—	—
77	4 19·45	2 ft. 6 in. double culvert ...	38	117	14	—	63	—	—	—	9	—
80	4 32	Dry stone drain ...	—	6½	—	—	—	—	6½	—	—	—
81	4 20	2 ft. culvert ...	16	49	14	—	35⅓	—	—	—	—	—
82	4 51·90	2 ft. by 3 ft. culvert ...	10	10	—	—	—	—	—	—	30	—
83	4 51·90	Do. ...	—	—	—	—	—	—	—	—	5	—
—	6 8 and 6 17	Drain	24	64	—	—	—	—	—	—	—	—
110	7 18·30	3 ft. 6 in. by 4 ft. 6 in. culvert	—	34	—	—	—	—	—	—	—	—
111	7 29·15	2 ft. 6 in. by 3 ft. 6 in. culvert	—	51	—	—	—	—	—	—	4	—
—	7 35 and 7 40	Drain	—	71	—	—	—	—	—	—	—	—
112	7 56	2 ft. 6 in. by 3 ft. 6 in. culvert	—	28	—	—	—	—	—	—	10	—
142	10 31·30	1 ft. 6 in. by 2 ft. culvert ...	—	19	—	—	3	—	—	—	6	—
143	10 39	—	—	—	—	—	—	—	—	—	6	—
144	10 48·20	1 ft. 10 in. open culvert ...	—	8	—	—	—	—	—	—	6	—
145	10 55·40	2 ft. by 2 ft. 6 in. culvert ...	8	9	—	—	—	—	—	—	30	—
146	10 58	Do. ...	5	14	—	—	—	—	—	3	30	—
—	7 25 and 7 28·60	Drain	—	23	—	—	—	—	—	—	—	—
—	7 26½	Dry stone drain ...	—	8	—	—	—	—	8	—	—	—
—	7 45	Drain	—	13	—	—	—	—	—	—	—	—
		Quantity executed up to June 30, 1901	267½	1,087	60½	2	384⅓	21	40½	173½	294	20
		Quantity executed up to December 31, 1900 ...	—	93	—	—	—	—	8	—	—	—
		Quantity executed during the half-year ...	267½	994	60½	2	384⅓	21	32½	173½	294	20

5.—Certificate for Work done on Felling Trees and Clearing Land, Fencing, Retaining Walls, Permanent Way, Switches and Crossings, Level Crossings, Metalling and Gravelling Roads, and Reserve Quantities for the Half-Year ended June 30, 1901.

Felling Trees and Clearing Land.

Description of Work.	Quantity executed to Date.	Quantity executed up to December 31, 1900.	Quantity executed during the Half-year.
	Rs.		Rs.
Felling trees and clearing land between 5 miles 73 chains and 6 miles 17 chains ...	20	—	20

Retaining Walls.

Through Mileage.	Quantity executed to Date.			Quantity executed up to December 31, 1900.			Quantity executed during the Half-year.		
	Excavation.	Dry Masonry.	Excavation.	Excavation.	Dry Masonry.	Excavation.	Excavation.	Dry Masonry.	Excavation.
	c. yds. Earth	c. yds.	c. yds. Rock	c. yds. Earth	c. yds.	c. yds. Rock	c. yds. Earth	c. yds.	c. yds. Rock
Retaining wall, 3 miles 72 chains	2	41	56	—	—	—	2	41	56
Do. 3 miles 78 chains	4	40	90	—	—	—	4	40	90
	6	81	146	—	—	—	6	81	146

Permanent Way.

	Length or Quantity executed to Date.	Length or Quantity executed up to December 31, 1900.	Length or Quantity executed during the Half-year.
	c. yds.	c. yds.	c. yds.
Ballast, gneiss ...	797	3	794
Ballast, soft	86	—	86
Spreading ballast ...	394	—	394
Ballast, walling ...	79	—	79

Metalling and Gravelling Roads.

Description.	Number of Superficial Yards executed to Date.	Quantity executed up to December 31, 1900.	Number of Superficial Yards executed during the Half-year.
Hand set, bottoming ...	125½	—	125½
Road metal	569½	—	569½
Watering and rolling road widenings ...	590	—	590

6.—Half-Yearly Statement of Expenditure incurred during the Half-Year and the Total Amount expended to June 30, 1901.

Distinctive Letter.	Description of Work.	Amount expended to December 31, 1900.	Amount expended during Half-year ended June 30, 1901.	Total amount expended up to June 30, 1901.	Summary of Total Amount expended to June 30, 1901.	
					Local.	Crown Agents.
	Schedule No. 1.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
A	Earthwork { Rock ...	446 38	9,789 52	10,235 90	10,235 90	—
	Earthwork { Earth ...	1,366 30	7,283 29	8,649 59	8,649 59	—
B	Bridges	—	567 0	567 0	567 0	—
C	Culverts	43 30	7,327 84	7,371 14	7,371 14	—
D	Retaining walls	—	444 32	444 32	444 32	—
E	Permanent way	2 25	867 40	869 65	869 65	—
F	Switches and crossings ...	—	—	—	—	—
G	Level crossings	—	—	—	—	—
H	Metalling roads	—	356 95	356 95	356 95	—
I	Stations	—	47 83	47 83	47 83	—
J	Miscellaneous works ...	—	—	—	—	—
K	Contingencies	—	—	—	—	—
—	General charges on construction work	1,450 82	5,473 44	6,924 26	6,286 39	637 87
—	General stores	3,267 57	10,725 65	13,993 22	8,169 90	5,823 32
—	Extraneous charges ...	3,359 22	3,268 12	6,627 34	6,627 34	—
	Schedule No. 2.					
L	Electric telegraph ...	—	—	—	—	—
M	Land and compensation ...	—	9,908 50	9,908 50	9,908 50	—
N	Engineering and administration { Preliminary charges ...	46,299 52	937 50	47,237 2	42,543 81	4,693 21
	Engineering and administration { Construction ...	1,342 54	7,250 81	8,593 35	4,460 59	4,132 76
O	Wrought and cast iron in bridge and culvert superstructure ...	—	—	—	—	—
P1	Permanent way steel rails	—	4,690 68	4,690 68	4,690 68	—
P2	Permanent way fastenings					
P3	Switches and crossings ...	—	—	—	—	—
P4	Karri or Jarrah sleepers ...	—	574 39	574 39	500 0	74 39
Q	Rolling stock	—	—	—	—	—
R	Contingencies	—	—	—	—	—
		57,577 90	69,513 24	127,091 14	111,729 59	15,361 55

XXX.—1901.

PROGRESS REPORT

OF

THE NORTHERN RAILWAY.

By Mr. H. OLIVER,

Chief Resident Engineer, Northern and Uda Pussellawa Railways.

Ordered by His Excellency the Governor to be Printed.

Colombo:

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1901.

THE NORTHERN RAILWAY.

The CHIEF RESIDENT ENGINEER, Northern and Uda Pussellawa Railways, to the Hon. the COLONIAL SECRETARY.

No. 215. *Northern Railway : Progress Report.* Kandy, August 6, 1901.

SIR,—I HAVE the honour to submit for the information of His Excellency the Governor my report on the work done on the Northern Railway during the half-year which ended on the 30th June last, together with certificates (six) showing the quantities of work done and a statement of expenditure up to that date.

2. The total expenditure at the end of June amounted to Rs. 3,105,205·60, of which Rs. 949,424·29 was expended in Ceylon and Rs. 2,155,781·31 in England by the Crown Agents for the Colonies for materials, tools, and stores. Of this expenditure, the amount expended during the past half-year was Rs. 690,577·77 : Rs. 388,605·44 locally and Rs. 301,972·33 by the Crown Agents.

3. Under the different headings used for the classification of the works of the railway, and which are shown in the statement of expenditure, I will state what has been done to date and during the half-year.

SCHEDULE NO. 1.

4. A, *Felling Trees and Clearing Land.*—74¼ miles of the trace has now been cleared : 35 miles at the southern end, 3 miles at Anuradhapura, and 36¼ miles at the northern end. Of this, 35¼ miles has been cleared during the last half-year.

5. B, *Earthwork.*—The total quantity of earthwork done to date is 527,039 cubic yards, of which 25,104 were rock and 501,935 earth. Of these, 390,650 cubic yards were excavated during the last half-year : 15,248 of rock and 375,402 of earth. The total amount done is nearly one-third of the scheduled quantity, the percentages of rock and earth being 48 and 32 respectively. The quantities done at each of the two ends of the railway and at Anuradhapura are as follows :—

	Rock. Cubic Yards.	Earth. Cubic Yards.	Total. Cubic Yards.
At the southern end	18,428	304,703	323,131
At Anuradhapura	145	2,833	2,978
At the northern end	6,531	194,399	200,930
For the Half-year.			
At the southern end	13,504	213,201	226,705
At Anuradhapura	·145	2,833	2,978
At the northern end	1,599	159,368	160,967

I have stated above that the total quantity done to date is nearly one-third of the scheduled quantity. The scheduled quantity is however likely to be exceeded, for the Kala-oya deviation has considerably increased the earthwork to be done, and it is found, especially at the southern end, that the labourers have a great dislike to carrying material to embankment, even for a short distance, consequently much of the material from cuttings, which was scheduled to be taken to bank, is thrown to spoil, and nearly all the banks are formed from side cutting. I expect that when the railway is finished that the quantity of earthwork done will prove to be quite 10 per cent. more than the scheduled quantity.

6. C, *Bridges.*—All the bridges on the first twenty miles, at the Kurunegala end, Nos. 1 to 11, are now in hand. The masonry in the overline bridge near Kurunegala station, No. 1, and in the bridge at 4 miles 76 chains, No. 2, is nearly finished. At bridge No. 3, over the Deduru-oya, the abutments are in a forward state and the concrete base for the wrought iron cylinders is built. This last work gave a great deal of trouble owing to the bad weather, which several times caused the work to be flooded, and also to not having a sufficiently powerful pump. At Anuradhapura bridges, No. 34, over the Malwatu-oya, Nos. 36 and 37, are being built. At the Jaffna end fourteen bridges are in a more or less advanced state. Most of these are small openings, the only one of importance being the Up-aar bridge, which has two spans of 120 feet with cast iron cylinder abutments and pier. This bridge was begun in March last ; at the end of June the cylinders for both abutments had been sunk to about 17 feet below ground level. The segments were shipped from Colombo to Jaffna and carted to the site of the bridge, four miles.

7. The girders have been placed on four bridges at the Jaffna end. At the time of writing a Bridge Foreman has arrived in the Colony for the work at the Kurunegala end, so the rivetting up and erection of girders there will at once be started. Most of the foundations opened out have been fairly good, although we have had in several cases to contend with water. Between 180 miles and 185 miles, near Chavakachcheri, bad foundations have been met with, there being in nearly every case 10 to 15 feet of soft mud to be gone through before reaching material good enough to build on. For these openings it has been decided, with the approval of the Consulting Engineers, to employ cement concrete for the abutments instead of stone masonry.

8. D, *Culverts.*—Nearly all the culverts on the first 10 miles out of Kurunegala are finished, and those on the next 4 miles are in hand ; at Anuradhapura there are five finished and being built ; and at the Jaffna end there are fifty-three either completed or begun, in all 101 culverts, varying in size of openings from 1 foot 10 inches to 10 feet. The total quantities of concrete put in is 929 cubic yards and of masonry 1,860 cubic yards, of which 510 cubic yards and 1,119 cubic yards respectively have been done during the half-year. To avoid the heavy cost of transport of cement by cart the building of the culverts beyond 20 miles at the southern end is postponed until the rails have been linked in up to that part of the line.

9. E, *Permanent Way.*—The linking in at the southern end was begun in January last, and at the end of June the rails had reached 8¾ miles. As stated in my last progress report, there is no ballast to be found on the trace at this end of the line, and it has been found necessary to open up a ballast pit south of Kurunegala on the open line. The ballasting and lifting was begun on the 24th June, the Foreman Platelayer being brought down from the linking in to supervise it. It was important that the rails should be linked in up to the Deduru-oya as soon as possible in order that the ironwork for the bridge over that river might be taken up by rail. As there is only one Foreman Platelayer for this end of the line the linking in and ballasting cannot be carried on at the same time.

10. At Jaffna the linking in of the rails had reached 15¾ miles from Kankesanturai. In addition to this, there are the Customs-house siding at Kankesanturai and the sidings at Kankesanturai and Chunnakam stations, nearly another mile. The road has been lifted for 4¼ miles and bottom ballast laid for 8 miles. The quantity of ballast at the two ends of the line provided is 38,968 cubic yards, 25,593 cubic yards having been supplied during the half-year.

11. F, *Switches and Crossings.*—A certain amount of work has been done under this heading at Wellawa, Jaffna, Chunnakam, and Kankesanturai stations.

12. G, *Fencing.*—A small length of wire fencing at Kankesanturai station has been erected.

13. H, I, *Level Crossings, Metalling Roads.*—Several level crossings at the southern and northern ends have been formed as far as the guard rails and metalling are concerned. At Kurunegala station the metalling of the road diversions is nearly finished, that of the Dambulla road is done, and the approach road to Wellawa station is in hand. At the northern end of the line the approach roads to Chunnakam and Pallai stations are in hand, and also the road diversions at 166¼ miles and 167¾ miles.

14. J, *Stations.*—The following work has been done at stations:—

Kurunegala: The engine-house is half finished. One four-room residence completed. One four-room brickwork finished.
Wellawa: Passenger station building finished.
Ganawatta: Passenger station building finished.
Maho: Passenger station nearly finished.
Ambanpola: Passenger station building begun.
Galgamuwa: Passenger station building begun.
Talawa: Passenger station building one-third done.
Anuradhapura: Passenger station building one-half done.
Chavakachcheri: Passenger station building nearly finished.
Jaffna: Passenger station building begun. Platform wall begun. Goods shed three-quarters done. Horse and carriage dock begun. Earth closet and urinals nearly finished. Engine-house half done. Four residences half finished.
Chunnakam: Passenger station building three-quarters done. Goods shed quarter done. Earth closet and urinal begun.
Kankesanturai: Passenger station begun. Goods shed begun. Engine-house finished all but roof.
Two four-room residences nearly finished. One four-room residence begun.

The passenger station buildings at Kaitadi, Kodikaman, and Pallai have been arranged for and will be commenced shortly.

15. The progress in buildings is slow. At the southern end there is long transport of material, and much sickness has been experienced by the masons and carpenters. At the northern end, where coral stone is used, we have a large number of buildings to erect, the stone has to be transported a long distance, and the number of stone-dressers and masons is insufficient. In the buildings enumerated above there are upwards of 2,300 cubic yards of concrete and masonry built.

16. *General Charges on Construction Work.*—The amount shown under this head is expenditure chargeable to different works, but which cannot at present be divided between the items to which it belongs.

17. *Medical Expenses.*—The new wings to the hospitals at Kurunegala and Anuradhapura mentioned in my last report are now finished. The expenditure under this head includes the cost of these buildings, the two dispensaries at Ganawatta and Maho, the necessary medicines, &c., and salaries of the dispensers. This expenditure will be dealt with later on in the same way as General Charges on Construction Work.

18. *Extraneous Charges.*—These are the cost of works charged to the Northern Railway funds, but which were not provided for in the estimate. These works are the survey and construction of feeder roads to the stations and an extension of carriage shops at Colombo station.

SCHEDULE NO. 2.

19. M, *Electric Telegraph.*—No work has yet been done under this heading.

20. N, *Land and Compensation.*—The amount paid for land and compensation has now reached Rs. 157,165·81, and there is still land in the three Provinces the line goes through to be acquired. The great bulk of the private lands taken over has, however, now been paid for. About five-sixths of the above sum has been paid for land and compensation in the Jaffna peninsula.

21. O, *Engineering and Administration.*—Under "Preliminary Charges" is entered the expenditure incurred before construction work was begun, and includes cost of surveys of deviations at the Kala-oya and in Jaffna.

22. P, Pa, Pb, Pc, Pd, *Ironwork for Bridges and Culverts and Irrigation Pipes;* and Q, R, S, T, *Permanent Way.*—The expenditure under these headings during the past half-year has been small, as very little material has been imported during that period. The amount shown is for the cast iron cylinders for the Up-aar bridge, Jaffna. The reason there is a deduction made under permanent way is that nearly 10,000 Northern Railway sleepers were spared to the open line, where they were urgently required.

23. U, *Rolling Stock.*—The sum of Rs. 247,355·27 has been paid on account of rolling stock during the half-year; this is for locomotives and wheels, axles, and fittings for goods wagons and brake vans. Two of the locomotive engines are now in use. One has been working for some months on the Polgahawela-Kurunegala branch of the open line.

24. *General Remarks.*—The work is in hand on 40 miles at each end of the railway and on 6 miles at Anuradhapura. An Assistant is engaged re-marking out the centre line, clearing the trace, and on other preliminary works from Elephant Pass southwards, and another Assistant is about to start clearing the trace, &c., between 40 miles and Anuradhapura. By getting this preliminary work done before the Engineers proceed to the places to begin the actual construction work I hope to make some saving in time.

25. Labour for earthwork has been fairly plentiful at both ends of the line during most of the half-year, but more artisans, such as masons and carpenters, could be employed with advantage. In Jaffna the number of masons available is not great, but as there is now a demand for them many are learning the work and thus the number is increasing. The ordinary Ceylon masons prefer to work on the other extensions. Still there are a fair number working in the North-Western Province and at Anuradhapura; amongst the former there are some gangs from India.

26. I regret to say that there has been a good deal of sickness in the North-Western Province and at Anuradhapura amongst the coolies, principally malarious fever. At our two dispensaries at Ganawatta and Maho, of 3,298 cases treated, a little more than half the number were malarious fever. Of the cases treated, a large number were of villagers unconnected with the Railway.

27. *Staff.*—Mr. A. E. Kindersley took up his duties as Chief Assistant at Jaffna in April last, and has since his arrival shown much energy in pushing on the work at that end.

In my last report I referred to Mr. Root's illness, which deprived me of his services for several months. Unfortunately he was obliged to retire from Government service, and in his place in April last Mr. A. J. Woutersz of the Treasury was appointed as Chief Accountant and Office Assistant.

Mr. Fletcher, who had charge of the work between 30 miles and 40 miles from Kurunegala, resigned his appointment at the end of April, and in June Mr. R. Brunton arrived in Ceylon to take his place. Messrs. Cartwright, Ross, and Blair, Assistant Engineers in the North-Western Province, have more or less suffered from the effects of the climate they have to live in, but they have manfully stuck to their work. I am pleased to be able to report that the officers of the Department have carried out their duties satisfactorily.

I have, &c.,
H. OLIVER,
Chief Resident Engineer,
Northern and Uda Pussellawa Railways.

ANNEXURE.

EARTHWORK.

1.—Certificate for Work executed during Half-Year ended 30th June, 1901, and Return showing Total Work executed up to 30th June, 1901.

Schedule Quantity in Cuttings.	Schedule Quantity of SideCutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Kurunegala District. No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
1	—	4,752	9,763	2,946	8,448	1,806	1,315
	1	—	2,031	—	2,031	—	—
2	—	—	150	—	150	—	—
	2	—	524	—	524	—	—
3	—	68	1,182	68	1,182	—	—
	3	—	5,233	—	4,570	—	663
4	—	136	3,002	136	2,913	—	89
	4	—	4,616	—	3,019	—	1,597
5	—	29	562	29	562	—	—
	5	—	1,042	—	1,042	—	—
6	—	75	1,031	75	1,031	—	—
	6	—	2,348	—	2,018	—	330
	—	—	484	—	385	—	99
	7	—	974	—	974	—	—
8	—	30	1,012	30	1,012	—	—
	8	—	4,186	—	3,092	—	1,094
9	—	—	48	—	26	—	22
	9	—	2,685	—	2,148	—	537
10	—	—	51	—	—	—	51
	10	—	2,450	—	1,170	—	1,280
12	—	—	51	—	51	—	—
	12	—	2,021	—	2,001	—	20
13	—	—	180	—	180	—	—
	13	—	192	—	192	—	—
14	—	—	82	—	82	—	—
	14	—	2,123	—	245	—	1,878
	15	—	867	—	180	—	687

1.—Certificate for Work executed, &c.—*contd.*

Schedule Quantity in Cuttings.	Schedule Quantity of Side Cutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Kurun gala District—contd.							
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
16	—	5	249	—	226	5	23
	16	—	1,943	—	942	—	1,001
	16*a*	—	7,819	—	3,331	—	4,488
17	—	—	19	—	19	—	—
	17	—	1,683	—	282	—	1,401
18	—	22	3,866	22	3,128	—	738
	18	6	1,069	—	11	6	1,058
19	—	—	61	—	61	—	—
	19	—	950	—	950	—	—
20	—	—	37	—	37	—	—
	20	—	66	—	66	—	—
21	—	—	187	—	187	—	—
	21	25	2,990	—	1,700	25	1,290
22	—	60	1,861	20	891	40	970
	22	4	1,041	—	215	4	826
23	—	34	942	34	942	—	—
	23	10	2,796	—	609	10	2,187
24	—	90	2,234	—	—	90	2,234
	24	—	204	—	—	—	204
25	—	—	90	—	—	—	90
	25	—	1,394	—	—	—	1,394
26	—	30	329	—	—	30	329
	26	—	1,647	—	—	—	1,647
27	—	12	235	—	—	12	235
	27	—	1,481	—	—	—	1,481
28	—	110	1,794	—	—	110	1,794
	28	7	707	—	—	7	707
29	—	—	71	—	—	—	71
	29	6	1,500	—	—	6	1,500
30	—	150	900	—	—	150	900
	30	—	1,400	—	—	—	1,400
31	—	270	3,998	220	3,762	50	236
	31	—	37	—	37	—	—
32	—	—	50	—	50	—	—
	32	—	2,510	—	242	—	2,268
33	—	—	122	—	—	—	122
	33	—	3,050	—	—	—	3,050
34	—	55	1,110	—	—	55	1,110
	34	—	3,400	—	—	—	3,400
35	—	302	1,121	—	—	302	1,121
	35	—	850	—	—	—	850
	35*a*	—	399	—	—	—	399
36	—	—	44	—	44	—	—
	36	—	16	—	16	—	—
	36*a*	38	889	—	327	38	562
37	—	235	2,012	94	1,313	141	699
	37	21	712	—	312	21	400
38	—	—	60	—	30	—	30
	38	121	1,909	—	817	121	1,092
	38*a*	100	1,496	—	560	100	936
	38*b*	—	640	—	290	—	350
39	—	318	1,839	82	758	236	1,081
40	—	82	418	37	378	45	40
41	—	—	30	—	30	—	—
	41	76	860	20	602	56	258
42	—	102	2 287	60	1,802	42	485
	42	98	1,868	86	1,680	12	188
	42*a*	225	1,946	112	1,009	113	937
43	—	223	2,102	40	1,342	183	760
	43	31	1,604	20	1,380	11	224
44	—	—	651	—	550	—	101
	44	—	58	—	—	—	58
45	—	—	130	—	100	—	30
	45	—	2,150	—	2,000		150
46	—	1,483	5,068	448	3,918	1,035	1,150
	46	—	201	—	21	—	180
47	—	—	907	—	907	—	—
	47	—	1,223	—	973	—	250
48*a*	—	477	2,868	—	—	477	2,868
	48*a*	67	3,090	—	750	67	2,340
49	—	273	1,294	—	—	273	1,294
50	—	278	1,755	—	300	278	1,455
	50	40	2,388	—	1,130	40	1,258
51	—	15	680	—	200	15	480
	51	97	1,450	—	—	97	1,450
52	—	744	4,940	192	1,879	552	3,061
	52	692	3,348	—	—	692	3,348
53	—	63	573	—	400	63	173
54	—	8	162	—	20	8	142
	54	114	1,317	—	100	114	1,217

Certificate for Work executed, &c.—*contd.*

Schedule Quantity in Cuttings.	Schedule Quantity of Side Cutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Kurunegala District—*contd.*							
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
55	—	240	800	68	471	172	329
	55	12	905	—	120	12	785
56	—	—	470	—	420	—	50
	56	—	245	—	180	—	65
	56*a*	3	71	—	—	3	71
	56*b*	30	1,015	—	—	30	1,015
57	—	362	1,147	80	800	282	347
	57	72	1,658	—	—	72	1,658
58	—	525	1,275	—	—	525	1,275
	58	89	2,010	—	—	89	2,010
59	—	126	793	—	—	126	793
	59	—	150	—	—	—	150
	59*a*	—	900	—	—	—	900
60	—	228	917	—	—	228	917
61	—	60	540	—	—	60	540
	61	—	3,150	—	—	—	3,150
62	—	95	1,403	—	—	95	1,403
	62	—	2,050	—	—	—	2,050
63	—	191	1,549	—	—	191	1,549
	63	57	2,530	—	—	57	2,530
64	—	336	3,107	—	—	336	3,107
	64	27	1,709	—	—	27	1,709
65	—	162	1,838	—	—	162	1,838
	65	44	2,128	—	—	44	2,128
66	—	75	926	—	—	75	926
76	—	237	2,138	—	—	237	2,138
79	—	83	749	—	—	83	749
	79	—	1,832	—	—	—	1,832
80	—	259	2,467	—	—	259	2,467
	80	—	1,939	—	—	—	1,939
81	—	77	1,473	—	—	77	1,475
	81	—	2,013	—	—	—	2,013
82	—	90	2,168	—	—	90	2,168
	82	—	953	—	—	—	953
83	—	61	749	—	—	61	749
	83	—	2,132	—	—	—	2,132
84	—	—	219	—	—	—	219
	84	—	322	—	—	—	322
85	—	—	31	—	—	—	31
	85	—	77	—	—	—	77
86	—	—	6	—	—	—	6
	86	—	2,081	—	—	—	2,081
	86*a*	—	3,714	—	—	—	3,714
87	—	71	1,129	—	—	71	1,129
	87	—	561	—	—	—	561
88	—	—	106	—	—	—	106
	88	—	55	—	—	—	55
89	—	241	1,732	—	301	241	1,431
	89	—	50	—	—	—	50
90	—	89	1,482	—	826	89	656
	90	—	3,357	—	114	—	3,243
91	—	471	2,845	—	—	471	2,845
	91	—	1,012	—	178	—	834
92	—	65	2,164	—	—	65	2,164
	92	—	621	—	—	—	621
93	—	200	2,052	—	—	200	2,052
	93	—	3,633	—	—	—	3,633
94	—	298	2,791	—	—	298	2,791
	94	—	3,935	—	—	—	3,935
95	—	167	1,612	—	—	167	1,612
	95	—	1,495	—	—	—	1,495
96	—	51	316	—	—	51	316
	96	—	856	—	—	—	856
97	—	—	63	—	—	—	63
	97	—	1,612	—	—	—	1,612
	98	—	665	—	—	—	665
99	—	60	1,319	—	—	60	1,319
	99	—	1,466	—	—	—	1,466
100	—	114	976	—	—	114	976
	100	—	638	—	—	—	638
101	—	11	102	—	—	11	102
103	—	87	1,239	—	—	87	1,239
	103	—	4,353	—	—	—	4,353
	103*a*	—	1,687	—	—	—	1,687
107	—	18	569	—	—	18	569
	107	—	980	—	—	—	980
108	—	3	744	—	—	3	744
	108	—	671	—	—	—	671
109	—	—	14	—	—	—	14
	109	—	381	—	—	—	381

Certificate for Work executed, &c.—*contd.*

Schedule Quantity in Cuttings.	Schedule Quantity of SideCutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Kurunegala District—contd.							
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
110	—	23	323	—	—	23	323
	111	—	597	—	—	—	597
112	—	—	264	—	—	—	264
	112	—	2,352	—	—	—	2,352
	112*a*	—	708	—	—	—	708
113	—	186	2,795	—	—	186	2,795
	113	—	2,540	—	1,036	—	1,504
114	—	197	3,346	—	—	197	3,346
	114	—	2,351	—	—	—	2,351
115	—	—	2,371	—	—	—	2,371
	115	—	3,645	—	—	—	3,645
116	—	174	2,664	—	—	174	2,664
	116	—	4,661	—	1,356	—	3,305
	117	—	576	—	—	—	576
118	—	10	292	—	—	10	292
	118	—	48	—	—	—	48
119	—	28	533	—	—	28	533
		18,414	299,785	4,919	88,656	13,495	211,129
Anuradhapura District.							
218	—	—	135	—	—	—	135
219	—	—	60	—	—	—	60
	219	—	25	—	—	—	25
	219*a*	—	68	—	—	—	68
220	—	—	86	—	—	—	86
	220	—	367	—	—	—	367
224	—	—	165	—	—	—	165
	226*a*	145	1,478	—	—	145	1,478
	227	—	449	—	—	—	449
		18,559	302,618	4,919	88,656	13,640	213,962
Jaffna District.							
2	—	—	6,315	—	4,736	—	1,579
	3	—	1,000	—	509	—	491
4	—	—	441	—	441	—	—
	4	—	58	—	—	—	58
5	—	549	89	549	89	—	—
	5	—	69	—	69	—	—
6	—	528	—	528	—	—	—
	6	75	2,036	55	1,876	20	160
6*a*	—	18	18	18	18	—	—
	7	—	1,696	—	784	—	912
	8	—	1,749	—	1,468	—	281
9	—	10	10	10	10	—	—
	9	—	1,101	—	1,101	—	—
	10	34	506	19	306	15	200
11	—	—	466	—	293	—	173
	11	—	400	—	294	—	106
12	—	117	213	96	192	21	21
	12	193	750	159	650	34	100
13	—	60	40	44	30	16	10
	13	182	1,942	182	1,942	—	—
14	—	98	49	98	49	—	—
	14	—	291	—	291	—	—
15	—	188	95	188	95	—	—
	15	—	29	—	29	—	—
16	—	—	138	—	138	—	—
	16	—	567	—	567	—	—
17	—	66	—	66	—	—	—
	17	50	100	50	100	—	—
18	—	145	—	145	—	—	—
19	—	54	—	54	—	—	—
	19	515	2,950	515	2,886	—	64
20	—	613	69	613	67	—	2
	20	114	1,387	97	1,203	17	184
21	—	—	219	—	191	—	28
22	—	—	341	—	341	—	—
	22	531	1,606	531	1,289	—	317
23	—	78	44	78	44	—	—
	23	27	1,602	7	600	20	1,002
24	—	—	16	—	16	—	—
	24	—	632	—	494	—	138
25	—	—	259	—	259	—	—
	25	—	1,375	—	1,039	—	336
26	—	—	194	—	194	—	—
	26	52	6,031	—	2,061	52	3,970
27	—	1,305	860	787	525	518	335
28	—	—	90	—	69	—	21
	28	—	778	—	193	—	585

Certificate for Work executed, &c.—*contd.*

Schedule Quantity in Cuttings.	Schedule Quantity of side Cutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half-year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Jaffna District—contd.							
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
29	—	—	306	—	256	—	50
	29	—	883	—	312	—	571
30	—	—	400	—	—	—	400
	30	—	523	—	—	—	523
31	—	—	114	—	—	—	114
	31	—	102	—	—	—	102
	31*a*	—	2,926	—	—	—	2,926
	31*b*	—	1,164	—	—	—	1,164
32	—	—	1,178	—	—	—	1,178
33	—	—	130	—	—	—	130
	33	—	388	—	—	—	388
34	—	—	310	—	—	—	310
	34	—	116	—	—	—	116
35	—	415	415	—	—	415	415
	35	—	350	—	—	—	350
36	—	20	212	—	—	20	212
	36	4	253	—	—	4	253
37	—	50	120	—	—	50	120
	37	—	480	—	—	—	480
38	—	270	270	—	—	270	270
	38	60	1,340	—	—	60	1,340
39	—	—	1,100	—	—	—	1,100
	39	—	387	—	—	—	387
40	—	—	130	—	—	—	130
	40	—	2,900	—	—	—	2,900
41	—	—	200	—	—	—	200
42	—	—	730	—	—	—	730
43	—	—	310	—	—	—	310
44	—	—	399	—	—	—	399
	44	—	1,373	—	—	—	1,373
45	—	—	1,300	—	—	—	1,300
	45 and 46	—	13,637	—	44	—	13,593
	46*a*	—	562	—	—	—	562
47	—	—	195½	—	149	—	46½
	47	—	203	—	51	—	152
48	—	—	63½	—	34	—	29½
	48	—	166	—	8	—	158
49	—	19	197	—	116	19	81
	49	—	194	—	8	—	186
50	—	—	95	—	—	—	95
51	—	10	—	—	—	10	—
	51	—	510¾	—	—	—	510¾
	52	—	1,141¾	—	—	—	1,141¾
	52*a*	—	232	—	—	—	232
53	—	—	498	—	—	—	498
	53	—	2,519	—	—	—	2,519
	53*a*	—	1,252	—	—	—	1,252
54	—	—	757	—	—	—	757
	54	—	1,472	—	—	—	1,472
	54*a*	—	712	—	—	—	712
	54*b*	—	620	—	—	—	620
	55	—	187	—	—	—	187
56	—	—	36	—	—	—	36
	56	—	874	—	—	—	874
57	—	—	391	—	—	—	391
	57	—	1,462	—	—	—	1,462
	57*a*	—	1,600	—	—	—	1,600
	57*b*	—	962	—	—	—	962
	57*c*	—	3,262	—	—	—	3,262
	57*d*	—	2,341	—	—	—	2,341
	57*e*	—	1,104	—	—	—	1,104
	57*f*	—	1,494	—	—	—	1,494
	58	—	355	—	—	—	355
59	—	—	62	—	—	—	62
	59	—	341	—	—	—	341
	60	—	2,614	—	—	—	2,614
61	—	—	60	—	—	—	60
	61	—	870	—	—	—	870
62	—	—	3,649	—	—	—	3,649
	62	—	216	—	—	—	216
63	—	—	4,279½	—	882	—	3,397½
	63	—	2,729½	—	45	—	2,684½
	64	—	532¾	—	—	—	532¾
65	—	—	85½	—	—	—	85½
	65	—	5,806½	—	—	—	5,806½
66	—	—	61	—	—	—	61
67	—	—	166	—	—	—	166
	67	—	1,322	—	—	—	1,322
68	—	—	313	—	—	—	313
	68	—	202	—	—	—	202
69	—	—	366	—	—	—	366
	70	—	1,005	—	—	—	1,005

Certificate for Work executed, &c.—*contd.*

Schedule Quantity in Cuttings.	Schedule Quantity of Side Cutting in Embankments	Quantity executed to Date.		Quantity executed up to December 31, 1900.		Quantity executed during the Half year.	
		Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
Jaffna District—contd.							
No.	No.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
71	—	—	94	—	—	—	94
	71	—	233	—	—	—	233
72	—	—	122	—	—	—	122
	72	—	913	—	—	—	913
73	—	—	45	—	—	—	45
	73	—	110	—	—	—	110
74	—	—	3	—	—	—	3
	74	—	809	—	—	—	809
75	—	—	650	—	—	—	650
	75	—	8,196	—	—	—	8,196
76	—	—	195	—	—	—	195
	76	—	122	—	—	—	122
77	—	—	5	—	—	—	5
	77	—	177	—	—	—	177
78	—	—	238	—	—	—	238
	78	—	743	—	—	—	743
	79	—	1,021	—	—	—	1,021
	80	—	1,877	—	—	—	1,877
81	—	—	49	—	—	—	49
	81	—	4,502	—	—	—	4,502
82	—	—	389	—	—	—	389
85	—	—	614	—	—	—	614
86	—	—	256	—	—	—	256
87	—	—	101	—	—	—	101
88	—	—	591	—	—	—	591
	89	—	2,500	—	—	—	2,500
90	—	—	2,000	—	—	—	2,000
	92	—	300	—	—	—	300
	92*a*	—	400	—	—	—	400
100	—	—	200	—	—	—	200
102	—	—	300	—	—	—	300
	102	—	200	—	—	—	200
103	—	—	400	—	—	—	400
104	—	—	100	—	—	—	100
	104	—	2,100	—	—	—	2,100
105	—	—	2,500	—	—	—	2,500
	105*a*, 106*a*	—	1,050	—	—	—	1,050
107	—		420	—	—	—	420
	107	—	480	—	—	—	480
108	—	—	10	—	—	—	10
	—*	—	30	—	—	—	30
	108, 108*a*	—	2,640	—	—	—	2,640
109	—	—	3,270	—	1,132	—	2,138
	109	—	4,140	—	1,440	—	2,700
110	—	—	250	—	200	—	50
	110	—	500	—	—	—	500
111	—	—	110	—	57	—	53
	—†	—	544	—	—	—	544
112	—	—	300	—	250	—	50
	—‡	—	100	—	—	—	100
113	—	—	200	—	150	—	50
	—§	—	150	—	—	—	150
114	—	—	3,000	—	1,771	—	1,229
	114	—	120	—	—	—	120
115	—	—	10	—	—	—	10
	115‖	—	1,000	—	—	—	1,000
116	—	—	60	—	—	—	60
	116¶	—	800	—	—	—	800
117	—	—	70	—	—	—	70
	117	—	850	—	—	—	850
118	—	—	150	—	—	—	150
	118	—	1,410	—	—	—	1,410
	118*a*, 119	—	3,350	—	—	—	3,350
119 and 120	—	—	40	—	—	—	40
127	—	—	1,300	—	—	—	1,300
	127	—	4,150	—	—	—	4,150
128	—	—	400	—	—	—	400
	132	—	1,190	—	—	—	1,190
	133	—	500	—	—	—	500
	134	—	880	—	—	—	880
1	—	—	26	—	26**	—	—
2	—	43	381	43	381**	—	—
3	—	—	137	—	137**	—	—
	4	—	34	—	34**	—	—
		2,5052	492,931¼	9,851	123,687	15,201	369,244¼

* Bank commencing at 166 miles 14 chains and ending 166 miles 49¾ chains.
† Filling in water hole at 165 miles 40 chains.
‡ Filling in water hole at 165 miles 27 chains (extra).
§ Filling in water hole at 165 miles 23½ chains (extra).
‖ Including water holes (extra).
¶ Including water holes (extra).
** Kankesanturai Customs siding.

BRIDGES.

2.—Return showing Total Work executed up to 30th June, 1901.

No. of Bridge.	Through Mileage as built.	Name and Description of Bridge.	Excavation in Foundations, Inlets, Outlets, and Stream Diversions.		Piling in Foundations.	Concrete in Foundations or Cylinders.			Ordinary Masonry in Abutments.	Ashlar in Piers.	Storage, Transport, and Erection of Ironwork other than Cylinders	Storage, Transport, and Erection of Cylinders.	Materials delivered.	Pitching with rough Stone Slopes of Embankments.	Materials prepared.
			Rock.	Earth.		6 of Stone, 2 of Sand, 1 of Cement.	4 of Stone, 2 of Sand, 1 of Cement.	4 of Stone, 1½ of Sand, 1 of Cement.	Cement.	Cement.	Wrought Iron.	Cast Iron.			
	M. C.		c. yds.	c. yds.	lin. ft.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.			Rs.	sup. yds.	
		Kurunegala District.													
1	0 6	Overline ...	10	152	—	25	—	—	185	—	100	—	—	—	—
2	4 76	Getuwan-ela ...	23	392	—	68	—	—	170	—	—	—	—	—	—
3	10 20	2·120 ft. span ...	12	635	—	139	—	83	112	—	—	—	320	—	—
5	10 77	60 ft. span ...	—	271	—	—	60½	—	32	—	—	—	140	—	—
6	11 17	30 ft. span ...	22	109	—	65	—	—	9	—	—	—	250	—	—
7	12 12	20 ft. span ...	4	80	—	48·7	—	—	38·5	—	—	—	80	—	—
8	14 31·50	40 ft. span ...	—	—	—	—	—	—	—	—	—	—	150	—	—
9	16 47	120 ft. span ...	—	176	—	—	—	—	—	—	—	—	575	—	—
11	17 52	100 ft. span ...	—	342	—	—	—	—	—	—	—	—	450	—	—
			71	2157	—	345·7	60·5	83	546·5	—	100	—	1965	—	—
		Anuradhapura District													
34	67 31·49	3·100 ft. span ...	—	286·3	—	—	—	—	—	—	—	—	110	—	—
36	68 65·79	20 ft. span ...	34	160	—	30·2	—	—	27	·3	—	—	30	—	—
37	69 65·10	40 ft. span ...	122	179	—	—	4·8	—	—	—	—	—	—	—	—
			227	2782·3	—	375·9	65·3	83	573·5	·3	100	—	2105	—	—
		Jaffna District.													
1	200 6	30 ft. span ...	—	59	—	35	—	—	63	·67	700	—	—	—	—
1a	0·15	15 ft. square span, 20 ft. skew span ...	—	115	—	51	—	—	76	·78	200	—	—	45*	—
2	197 51	30 ft. span ...	—	125	—	20	—	—	47·5	·66	700	—	—	—	—
3	192 6	15 ft. span ...	—	* 70	—	37	—	—	31·5	·60	120	—	—	—	—
4	189 48	15 ft. girder ...	—	54	—	27	—	—	29·5	·60	—	—	—	—	—
5	189 24	15 ft. girder ...	28	20	—	10	—	—	45	·64	—	—	—	—	—
6	185 3	2·120 ft. span ...	—	—	—	—	—	—	—	—	—	1400	—	—	—
9	182 50½	20 ft. span ...	—	64	—	—	—	—	—	—	—	—	—	—	—
10	182 43	20 ft. span ...	—	89	—	42	—	—	—	—	—	—	—	—	—
12	181 64	20 ft. span ...	—	89	—	—	—	—	—	—	—	—	—	—	—
16	181 0½	20 ft. span ...	—	64	—	24	—	—	—	—	—	—	—	—	—
17	180 71	20 ft. span ...	—	51	—	93	—	—	—	—	—	—	—	—	—
19	166 41	15 ft. girder ...	—	—	—	27·81	—	—	—	—	—	—	—	—	—
20	164 17	30 ft. girder ...	—	—	10·82	65·04	—	—	60	—	—	—	—	—	—
		Total quantity completed up to 30th June, 1901 ...	255	3582·3	10·82	808·11	65·3	83	926	4·25	1820	1400	2105	45	—
		Quantity executed up to 31st December, 1900 ...	16	997	—	213	56·5	—	196	2·09	—	—	320	45	520
		Quantity completed during the Half-year ...	239	2585·3	10·82	595·11	8·8	83	730	2·16	1820	1400	1785	—	**520**

* Customs siding, Kankesanturai

CULVERTS.

3.—Return showing Total Work executed up to 30th June, 1901.

No. of Culvert.	Through Mileage as built.	Description of Culvert.	Excavation in Foundations, Inlets, Outlets, and Stream Diversions.		Piling in Foundations.	Concrete.		Masonry.		Brickwork in Abutments		Pointing in Cement.	Storage, Transport, and Erection of Ironwork.	Materials provided.
			Rock.	Earth.		6 of Stone, 2 of Sand, 1 of Cement	Lime.	Cement.	Lime.	Cement.	Lime.		Wrought Iron.	
	M. C.	*Kurunegala District.*	c. yds.	c. yds.	lin. ft.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	s. yds.		Rs.
—	0 1	Side drain ...	—	22	—	—	—	—	—	4	4	—	—	—
—	0 6	Under bridge App.	—	27	—	14	—	—	10 5	—	—	—	—	—
3	0 45	6 ft. open ...	—	36	—	11·5	—	—	—	9·3	25·1	—	48	—
4	0 60	1 ft. 10 in. open ...	—	33	—	6·6	—	—	—	8	12·3	—	—	—
5	1 16	10 ft. open ...	—	55	—	22·6	—	13·4	34	—	—	—	90	—
6	1 31	4 ft. open ...	—	32	—	11·3	—	10·2	·21	—	—	—	20	—
7	1 75	10 ft. open ...	—	56	—	14·8	—	18	10	—	—	—	—	—
8	2 8	4 ft. open ...	—	30	—	8·5	—	11·5	11·3	—	—	—	20	—
9	2 25	Do. ...	—	27	—	10·7	—	10·7	20·6	—	—	—	20	—
10	2 63	10 ft. open ...	—	40	—	13·2	—	17·2	14·2	—	—	—	90	—
11	2 75	4 ft. open ...	—	25	—	9	—	2·7	12·6	—	—	—	20	—
12	3 16½	Do. ...	—	28	—	9·3	—	10·4	26·5	—	—	—	10	—
13	3 38	6 ft. open ...	—	32	—	9·5	—	11·8	14·4	—	—	—	24	—
14	3 57½	Do. ...	—	33	—	9·8	—	11·9	17·9	—	—	—	24	—
15	3 64	1 ft. 10 in. open ...	—	21	—	6·2	—	7·5	12·7	—	—	—	—	—
16	3 68	4 ft. open ...	—	26	—	9·1	—	10·4	24	—	—	—	10	—
17	4 6	1 ft. 10 in. open ...	—	17	—	6·5	—	7·8	14·9	—	—	—	—	—
18	4 16	Do. ...	—	18	—	8·1	—	8·8	27·4	—	—	—	—	—
19	4 30	6 ft. open ...	—	35	—	10·3	—	12·5	21·5	—	—	—	24	—
20	4 45	1 ft. 10 in. open ...	—	19	—	4·3	—	7·1	9·4	—	—	—	—	—
21	4 55	Do. ...	—	17	—	5·9	—	7·2	12·2	—	—	—	—	—
22	5 17	Do. ...	—	22	—	7	—	8	8	—	—	—	—	—
23	5 37	6 ft. open ...	—	29	—	8·8	—	11·2	8·9	—	—	—	48	—
24	5 60	4 ft. open ...	—	24	—	8·2	—	10	15·6	—	—	—	20	—
25	6 12	6 ft. open ...	—	42	—	13	—	12	21	—	—	—	12	—
34	8 0	Do. ...	—	32	—	13	—	4	—	—	—	—	—	—
35	8 12	4 ft. open ...	—	20	—	11	—	1	—	—	—	—	—	—
36	8 50	6 ft. open ...	—	30	—	12	—	15	10	—	—	—	—	—
37	8 67	2 ft. 6 in. flat topped ...	—	41	—	18	—	21	—	—	—	—	—	—
38	9 20	1 ft. 10 in. open ...	—	19	—	6·4	—	7·7	14·6	—	—	—	—	—
39	9 45	6 ft. open ...	—	39	—	13	—	15	4	—	—	—	—	—
40	9 64	2 ft. covered ...	—	30	—	10	—	6	—	—	—	—	—	—
—	6 14	Culvert across Rangama road...	—	23	—	—	—	9·6	11	—	—	—	—	—
40*a*	10 7½	1 ft. 10 in. open ...	—	18	—	6	—	6	—	—	—	—	—	—
41	10 35	Do. ...	—	21	—	7·7	—	6·5	—	—	—	—	—	30
42	10 54	Do. ...	—	21	—	7	—	3	—	—	—	—	—	—
44	11 52	4 ft. open ...	—	20	—	6	—	6	—	—	—	—	—	—
47	13 1½	6 ft. open ...	—	28	—	12	—	10	7·5	—	—	—	—	—
47*a*	13 24	3 ft. syphon ...	14	55	—	7·7	—	—	—	4	—	—	—	—
48	13 37	4 ft. open ...	—	25	—	8·5	—	8·7	6	—	—	—	—	—
49	13 61·8	6 ft. open ...	—	32	—	·9	—	3	—	—	—	—	—	—
57	14 72	Do. ...	—	36	—	16	—	8	—	—	—	—	—	—
58	15 01	2 ft. 6 in. flat topped ...	—	—	—	—	—	—	—	—	—	—	—	20
62	16 31·9	10 ft. open ...	—	—	—	—	—	—	—	—	—	—	—	50
			14	1,236	—	401·5	—	360·8	421·7	25·3	41·4	—	480	100
		Anuradhapura District.												
258	68 59·79	1 ft. 10 in. open ...	—	9	—	—	—	6·5	—	—	—	—	—	—
267	31 7¾	10 ft. ...	—	56	—	3·8	—	15·6	1	—	—	—	—	—
270	30 59½	6 ft. ...	—	64	—	2·8	—	8·5	28	—	—	6	—	—
271	30 55½	4 ft. ...	—	22	—	1·8	—	6	5·8	—	—	—	—	—
—	70 78	Through mileage : 1 ft. 10 in. open ...	—	18·7	—	6·4	—	—	8·5	—	—	—	—	10
			14	1,405·7	—	416·3	—	397·4	465	25·3	41·4	6	480	110
		Jaffna District.												
1	199 67	10 ft. open ...	—	140	—	104	—	27	63·25	—	—	65	90	—
2	199 45	Do. ...	20	—	—	13	—	—	38	—	—	45	90	—
3	199 24	1 ft. 10 in. open...	—	12	—	5	—	—	11·50	—	—	13	—	—
4	198 77	Do. ...	5	6	—	7	—	—	23·50	—	—	22	—	—

Return showing Total Work executed, &c.—*contd.*

No. of Culvert.	Through Mileage as Built.	Description of Culvert.	Excavation in Foundations, Inlets, Outlets, and Stream Diversions.		Piling in Foundations.	Concrete.		Masonry.		Brickwork in Abutments.		Pointing in Cement.	Storage, Transport, and Erection of Ironwork.	Materials Provided.
			Rock.	Earth.		6 of Stone, 2 of Sand, 1 of Cement	Lime.	Cement.	Lime.	Cement.	Lime.		Wrought Iron.	
	M. C.	*Jaffna District.—contd.*	c. yds.	c. yds.	lin. ft.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	s. yds.		Rs.
5	198 58	1 ft. 10 in. open ...	—	10	—	5	—	—	12	—	—	16	—	—
6	197 77	Do. ...	—	12	—	—	—	—	18·50	—	—	15	—	—
7	197 37	1 ft. 10 in. enlarged to 10 ft. open ...	—	—	—	—	23·50	—	36	—	—	38	90	—
8	197 23	6 ft. open ...	—	—	—	—	6·50	—	24	—	—	39	48	—
9	197 10	4 ft. open ...	—	—	—	—	7	—	19·33	—	—	26·50	20	—
10	196 68	1 ft. 10 in. open ...	—	—	—	—	6	—	15	—	—	14	—	—
11	196 42	4 ft. open ...	—	—	—	—	8	—	18	—	—	33	20	—
12	196 29	1 ft. 10 in. open ...	—	—	—	—	10	—	7	—	—	11	—	—
13	196 7	6 ft. open ...	—	—	—	—	6	—	10	—	—	26	48	—
14	195 51	1 ft. 10 in. open ...	—	—	—	—	9	—	6·75	—	—	12	—	—
15	195 23	Do. ...	—	—	—	—	5	—	10	—	—	11·50	—	—
16	195 9	Do. ...	—	17	—	6	—	—	19	—	—	20	—	—
17	195 4	Do. ...	—	18	—	7	—	—	16·50	—	—	13	—	—
18	194 55	10 ft. open ...	19	19	—	17	—	—	38	—	—	32	90	—
19	194 38	6 ft. open ...	—	19	—	9	—	—	19·50	—	—	21·33	48	—
20	194 32	1 ft. 10 in. open ...	—	10	—	5	—	—	9	—	—	7	—	—
21	194 25	Do. ...	—	10	—	5	—	—	11·67	—	—	14	—	—
23	194 13	4 ft. open ...	—	18	—	—	—	—	23	—	—	16	20	—
24	194 10	1 ft. 10 in. open ...	—	10	—	5	—	—	10	—	—	14	—	—
25	194 3	double : 1 ft. 10 in. open ...	—	19	—	—	8	—	15	—	—	30	—	—
26	193 49	1 ft. 10 in. open ...	—	10	—	—	—	—	15	—	—	14	—	—
27	193 44	Do. ...	—	10	—	—	—	—	15·33	—	—	14	—	—
27a	193 7	Do. ...	—	12	—	—	6	—	12·50	—	—	17	—	—
28	192 70	Do. ...	—	20	—	—	—	—	14	—	—	12	—	—
29	192 58	Do. ...	—	10	—	—	—	—	—	—	—	—	—	—
30	192 45	Do. ...	—	10	—	—	—	—	—	—	—	—	—	—
31	192 38	Do. ...	—	10	—	—	—	—	15	—	—	14	—	—
32	192 29	Do. ...	—	11	—	—	6	—	10·20	—	—	14	—	—
33	191 68	4 ft. open ...	—	17	—	—	7	—	19	—	—	36	20	—
33a	191 61	1 ft. 10 in. open ...	—	12	—	—	5·50	—	18	—	—	19	—	—
34	191 58	4 ft. open ...	—	17	—	—	8	—	18	—	—	33	20	—
39	191 15	10 ft. open ...	—	47	—	—	18	—	41·67	—	—	71	90	—
40	191 7	4 ft. open ...	—	22	—	—	7	—	19·50	—	—	46	20	—
41	190 78	Do. ...	—	15	—	—	6	—	9	—	—	23	20	—
43	190 46	6 ft. open ...	—	18	—	—	10	—	17	—	—	37	48	—
44	190 43	Do. ...	—	17	—	—	7	—	16	—	—	34	48	—
47	188 49	1 ft. 10 in. open	—	12	—	—	6	—	8	—	—	—	—	—
48	187 72	4 ft. open ...	—	18	—	—	8	—	17	—	—	—	—	—
49	187 13	Do. ...	—	31	—	—	12·66	—	12·50	—		18 50	—	—
50	186 78	10 ft. open ...	—	46	—	10	—	—	28	—	—	—	—	—
54	186 33	Do. ...	—	31	—	7·2	—	—	18	—	—	8	—	—
56	186 6	Do. ...	—	35	—	20·80	—	—	28	—	—	37	45	—
57	185 70	Do. ...	—	33	—	14	—	—	30	—	—	43	45	—
58	185 33	Do. ...	—	35	—	15	—	—	30	—	—	19	45	—
59	185 31	Do. ...	—	28	—	14	—	—	28	—	—	37	—	—
61	184 36	4 ft. open ...	—	14·25	—	—	7·50	—	5	—	—	—	—	—
75	179 47	10 ft. open ...	—	42·75	—	16	—	—	9	—	—	—	—	—
76	178 72	4 ft. open ...	—	19	—	—	7·75	—	18	—	—	—	—	—
82	165 57	6 ft. open ...	—	—	8·5	16 66	—	11·63	13	—	—	—	—	—
		Total quantity executed up to 30th June, 1901 ...	58	2,328·70	8·5	717·96	211·41	436·03	1,424·18	25·3	41·4	1,106·83	1,445	110
		Quantity executed up to 31st December, 1900 ..	44	881	—	357·7	62	140·90	600·44	17·3	37·4	243·33	—	—
		Quantity executed during the Half-year ...	14	1,447·70	8·5	360·26	149·41	295·13	823·74	8	4	863·50	1,445	110

STATIONS.

4.—Certificate for Work done up to 30th June, 1901.

Description of Work.	Measure.	Quantity executed to Date.	Quantity certified up to December 31, 1900.	Quantity executed during Half-year.
KURUNEGALA DISTRICT.				
Kurunegala Station.				
Four-roomed residence	No.	1	$\frac{4}{5}$	$\frac{1}{5}$
Four-roomed residence	,,	$\frac{1}{2}$	—	$\frac{1}{2}$
Engine-house for two engines	,,	$\frac{1}{2}$	—	$\frac{1}{2}$
Rangama Road Station.				
Station building	No.	1	1	—
Brickwork in cement, extra to lime	cub. yds.	11·5	—	11·5
Ganawatta Station.				
Station building	No.	$\frac{46}{47}$	$\frac{39}{47}$	$\frac{7}{47}$
Excavation, extra to contract	cub. yds.	273	—	273
Ballalla-Yapahu Station.				
Station building	No.	$\frac{17}{18}$	$\frac{7}{18}$	$\frac{10}{18}$
Brickwork in lime in foundations, extra to contract	cub. yds.	59	59	—
Galgamuwa Station.				
Station building	—	$\frac{1}{10}$	—	$\frac{1}{10}$
Ambanpola Station.				
Station building	—	$\frac{1}{20}$	—	$\frac{1}{20}$
ANURADHAPURA DISTRICT.				
Talawa station	—	$\frac{1}{3}$	$\frac{1}{6}$	$\frac{1}{6}$
Excavation, extra to contract	—	15	—	15
Brickwork in lime in foundations, extra to contract	—	17·6	—	17·6
Material on ground	—	—	50	—
Anuradhapura Goods Station.				
Excavation	—	100	—	100
Lime concrete	—	7	—	7
Anuradhapura Passenger Station.				
Excavation	—	30	—	30
Cement concrete	—	12	—	12
Lime concrete	—	2·5	—	2·5
Brickwork in foundations	—	43·5	—	43·5
Brickwork above floor level	—	22	—	22
Batten doors and shutters	—	28 s. ft.	—	28
JAFFNA DISTRICT.				
Chunnakam Station.				
Upstair station building and outhouses in hard stone masonry	—	$\frac{1}{5}$	$\frac{1}{24}$	$\frac{19}{120}$
Chavakachcheri Station.				
Upstair station building and outhouses in hard stone masonry	—	$\frac{18}{21}$	$\frac{5}{16}$	$\frac{103}{336}$
Two Four-roomed Bungalows and Engine-house at Kankesanturai. Engine-house.				
Excavation in foundation	cub. yds.	125	125	—
Lime concrete in foundation	,,	64	64	—
Coral masonry in lime in foundations	,,	81½	81½	—
Coral masonry in walls and arches	,,	135	28	107
Ashlar bed stones in cement	,,	$\frac{17}{27}$	—	$\frac{17}{27}$
Viracal stone in cement in ashpits	,,	7½	—	7½
Palu timber in door and window frames	cub. ft.	9⅛	—	9½
Palu timber in weather boarding frames	,,	22	—	22
Trellis heads to doors and windows	sq. ft.	16½	—	16½
Filling under floors	cub. yds.	127	—	127
Cement rendering to drain	sq. yds.	6⅓	—	6⅓
Four-roomed Bungalow North of Station.				
Excavation in foundations	cub. yds.	64	58	6
Lime concrete in foundations	,,	29	29	—
Coral masonry in lime in foundations	,,	36	28	8
Coral masonry in walls and arches	,,	80	—	80
Palu timber in door and window frames	cub. ft.	37⅓	—	37⅓
Trellis heads to doors and windows	sq. ft.	49	—	49
Filling under floors	cub. yds.	15	—	15

Certificate for Work done, &c.—*contd.*

Description of Work.	Measure.	Quantity executed to Date.	Quantity certified up to December 31, 1900.	Quantity executed during Half-year.
Four-roomed Bungalow South of Station.				
Excavation in foundations ...	cub. yds. ...	64 ...	45 ...	9
Lime concrete foundations ...	,, ...	29½ ...	22¾ ...	6¾
Coral masonry in lime in foundations	,, ...	24 ...	15 ...	9
Coral masonry in walls and arches ...	,, ...	90 ...	— ...	90
Lime concrete under floors ...	,, ...	21 ...	— ...	21
Palu timber in door and window frames	cub. ft. ...	37⅛ ...	— ...	37½
Palu timber, verandah posts ...	,, ...	17 ...	— ...	17
Trellis heads to doors and windows ...	sq. ft. ...	49 ...	— ...	49
Filling under floors	cub. yds. ...	15 ...	— ...	15
Tiled roof to residence ...	squares ...	14 ...	— ...	14
Tiled roof to outbuildings ...	,, ...	4⅛ ...	— ...	4⅛
Timber in batten doors and windows	sq. ft. ...	67½ ...	— ...	67½
Tiled floors	sq. yds. ...	126 ...	— ...	126
Goods Shed, Jaffna Station.				
Excavation in foundations ...	cub. yds. ...	87 ...	87 ...	—
Filling under floor	,, ...	178 ...	— ...	178
Lime concrete in foundations ...	,, ...	26 ...	26 ...	—
Coral masonry in lime in footing ...	,, ...	40 ...	40 ...	—
Coral masonry in walls and arches ...	,, ...	130 ...	69 ...	61
Palu timber in door frames ...	cub. ft. ...	34½ ...	— ...	34½
One Two-roomed and one Six-roomed Residence at Jaffna Station. Two-roomed Residence.				
Excavation in foundations ...	cub. yds. ...	52 ...	52 ...	—
Lime concrete	,, ...	20 ...	20 ...	—
Coral masonry in lime in foundations	,, ...	9 ...	9 ...	—
Coral masonry in walls and arches ...	,, ...	46 ...	11½ ...	34½
Coral verandah pillars in lime ...	No. ...	4 ...	— ...	4
Palu timber in door and window frames	cub. ft. ...	31 ...	— ...	31
Trellis and louvre heads to doors and windows	sq. ft. ...	31 ...	— ...	31
Tiled roof	squares ...	4 ...	— ...	4
Outbuildings.				
Excavation in foundations ...	cub. yds. ...	9 ...	— ...	9
Lime concrete foundations ...	,, ...	4½ ...	— ...	4½
Coral masonry in lime in foundations	,, ...	3 ...	— ...	3
Coral masonry in walls ...	,, ...	14 ...	— ...	14
Timber in door and window frames and verandah posts ...	cub. ft. ...	15 ...	— ...	15
Trellis heads to door frames ...	sq. ft. ...	2 ...	— ...	2
Tiled roof	square ...	1 ...	— ...	1
Six-roomed Residence.				
Excavation in foundations ...	cub. yds. ...	55 ...	55 ...	—
Lime concrete	,, ...	26 ...	26 ...	—
Coral masonry in lime in foundations	,, ...	16 ...	16 ...	—
Coral masonry in walls and arches ...	,, ...	77 ...	12½ ...	64½
Coral verandah pillars in lime ...	No. ...	6 ...	— ...	6
Palu timber in door frames ...	cub. ft. ...	35 ...	— ...	35
Outbuildings.				
Excavation in foundations ...	cub. yds. ...	8 ...	— ...	8
Lime concrete	,, ...	4 ...	— ...	4
Coral masonry in lime in foundations	,, ...	3 ...	— ...	3
Coral masonry in lime in walls ...	,, ...	14 ...	— ...	14
Palu timber in door and window frames	cub. ft. ...	8½ ...	— ...	8½
One Six-roomed and One Four-roomed Residence at Jaffna Station. Six-roomed Residence.				
Excavation in foundations ...	cub. yds. ...	52 ...	52 ...	—
Lime concrete ...	,, ...	26 ...	26 ...	—
Coral masonry in lime in foundations	,, ...	15·60 ...	— ...	15·60
Coral masonry in walls ...	,, ...	34 ...	— ...	34
Palu timber in door frames ...	cub. ft. ...	5 ...	— ...	5
Trellis heads to door frames ...	sq. ft. ...	5 ...	— ...	5
Outbuildings.				
Excavation in foundations ...	cub. yds. ...	8 ...	— ...	8
Lime concrete	,, ...	4 ...	— ...	4
Coral masonry in lime in foundations	,, ...	3 ...	— ...	3
Four-roomed Residence.				
Excavation in foundations ...	cub. yds. ...	45 ...	45 ...	—
Lime concrete ...	,, ...	22¾ ...	22¾ ...	—
Coral masonry in lime in foundations	cub. yds. ...	13½ ...	13½ ...	—
Coral masonry in walls and arches ...	,, ...	75 ...	— ...	75
Palu timber in door and window frames	cub. ft. ...	25 ...	— ...	25
Trellis and louvre heads to window frames	sq. ft. ...	43 ...	— ...	43
Coral verandah pillars ...	No. ...	3 ...	— ...	3

Certificate for Work done, &c.—*contd.*

Description of Work.	Measure.	Quantity executed to Date.	Quantity certified up to December 31, 1900.	Quantity executed during Half-year.
Outbuildings.				
Excavation in foundations	cub. yds.	8	—	8
Lime concrete in foundations	„	·4	—	4
Engine-house at Jaffna Station.				
Excavation in foundations	cub. yds.	206	—	206
Lime concrete in foundations	„	48	—	48
Coral masonry in lime in foundations and ashpits	„	71	—	71
Coral masonry in walls and arches	„	26	—	26
Earth Closet and Urinals, Jaffna Station.				
Excavation in foundations	cub. yds.	6	—	6
Lime concrete in foundations	„	3	—	3
Coral masonry in foundations	„	8·22	—	8·22
Coral masonry in lime in walls	„	9½	—	9½
Palu timber in door frames	cub. ft.	2·25	—	2·25
Earth filling under floor	cub. yds.	8	—	8
Lime concrete under floor	„	·75	—	·75
Tiled roof, complete	square	1	—	1
Goods Shed, Kankesanturai Station.				
Excavation in foundations	cub. yds.	90	—	90
Lime concrete in foundations	„	51½	—	51½
Coral masonry in foundations	„	76⅔	—	76⅔
Coral masonry in walls	„	25	—	25
Earth filling under floor	„	55	—	55
Goods Shed at Chunnakam.				
Excavation in foundations	cub. yds.	49	—	49
Lime concrete in foundations	„	28½	—	28½
Coral masonry in lime in foundations	„	25	—	25
Coral masonry in walls	„	12	—	12
Earth filling	„	15	—	15
Jaffna Station Buildings.				
Excavation in foundations (including extra excavation due to shifting foundations back)	cub. yds.	93	—	93
Lime concrete in foundations	„	36	—	36
Horse and Carriage Dock, Jaffna Station.				
Excavation	cub. yds.	19	—	19
Lime concrete	„	9	—	9

5.—Certificate for Work done on Felling Trees and Clearing Land, Fencing, Retaining Walls, Permanent Way, Switches and Crossings, Level Crossings, Metalling and Gravelling Roads, and Reserve Quantities, for the Half-Year ended June 30, 1901.

Felling Trees and Clearing Land.

Description of Work.	Quantity executed to Date. M. C.	Quantity certified up to December 31, 1900. M. C.	Quantity executed during Half-year. M. C.	Remarks.
Felling trees and clearing land	34 76	24 71½	10 74½	Kurunegala District
Do.	3 10	—	3 10	Anuradhapura District
Do.	36 16	14 ·75	21 21	Jaffna District
	74 22	38 76½	35 25½	

Permanent Way.

	Per.	Length or Quantity executed to Date.	Length or Quantity certified up to December 31, 1900.	Length or quantity executed during Half-year.
Ballast, southern end	cub. yd.	1,800	—	1,800
Ballast, northern end	„	37,168	13,375	23,793
Platelaying, Main Line :—				
Linking in southern end	mile	8·55	0·58	7·77
Do. northern end	„	15·64	—	15·64
Ballasted complete	„	—	—	—
Ballast laid to two inch below sleeper	cub. yd.	9,309	2,138	7,171

Level Crossings.

	Executed to Date.	Executed during Half-year.
Filling, cub. yds.	759	759
Taking up and relaying old ballast, cub. yds. ...	157·5	1,57·5
Supplying, rolling, watering, &c., sq. yds. ...	1,365	1,365
Top and bottom ballast, sq. yds.	1,822	1,822
Excavation, cub. yds.	417	417
Top ballast, cub. yds.	38·5	38·5
Palmirah timber, lin. ft.	1,789	1,789
Taking up old road 6 in. deep, sq. yds.	150	150
Relaying old road 6 in. deep, sq. yds.	75	75

Metalling and Gravelling Roads.

Mileage. M.	Mileage. C.	Description.	Metalling.	Gravelling.	Scheduled No. of Sup. Yards bottoming.	No. of Sup. Yards executed to Date.	No. of Sup. yds. certified up to 31st Dec., 1900.	No. of Sup. yds. executed during Half-year.
			Cub. yds.	Cub. yds.	Cub. yds.	Cub yds.		Cub. yds.
0	6	Kandy road bridge approach ...	850	800	1,015	2,665	76	2,589
1	36	Dambulla road diversion ...	651	651	673	1,975	20	1,955
6	14	Road across railway ...	5	24	6	35	—	35
6	14	Approach road to Rangama road station ...	51	—	190	241	—	241

6.—Certificate for Work done during the Half-Year ending 30th June, 1901.

(Miscellaneous Earthwork, including Road Approaches and Diversions, Earthwork in Station Yards, Benching, and Side Ditches.)

Description.	Quantity executed to Date.		Quantity certified up to December 31, 1900.		Quantity executed during Half-year.	
	Rock.	Earth.	Rock.	Earth.	Rock.	Earth.
KURUNEGALA DISTRICT.						
Station approach at Kurunegala ...	—	1,750	—	1,650	—	100
Bridge approach road at Kurunegala ...	—	950	—	950	—	—
Dambulla road diversion at 1 mile 36 chains ...	6	246	5	246	1	—
Approach road at Rangama road station ...	—	817	—	—	—	817
Side drain in cut No. 82	**5**	**27**	—	—	**5**	**27**
Side drain in cut No. 90	**3**	**20**	—	—	**3**	**20**
Side ditches from 1 mile 48 chains to 1 mile 62 chains	—	135	—	—	—	135
Do. at 3 miles 50 chains ...	—	14	—	—	—	14
Do. at 4 miles 20 chains ...	—	49	—	—	—	49
Do. at 4 miles 40 chains ...	—	26	—	—	—	26
Do. at 4 miles 64 chains ...	—	15	—	—	—	15
Do. at 7 miles 30 chains ...	—	219	—	—	—	219
Rangama road approach	—	50	—	—	—	50
Earthwork in raising Madagala-Balalla road ...	—	600	—	—	—	600
JAFFNA DISTRICT.	14	4,918	5	2,846	9	2,072
Stream diversion at 189 miles 25 chains ...	38	20	—	—	38	20
Forming temporary bank across Upaar excavation	—	1,421	—	—	—	1,421
Approach roads to goods shed and stations, excavation	—	337	—	—	—	337
Road deviation, top and bottom metalling, sq. yards	—	320	—	—	—	320
Do. do. ...	—	1,408	—	—	—	1,408
Approach road to goods shed and station building, Pallai	—	580	—	—	—	580
	52	9,004	5	2,846	47	6,158

7.—Half-Yearly Statement of Expenditure incurrred during the Half-Year and the Total amount expended to 30th June, 1901.

Distinctive Letter.	Description of Work.	Amount expended to December 31, 1900.	Amount expended during Half-Year ended June 30, 1901.	Total amount expended up to June 30, 1901.	Summary of Total Amount expended to June 30, 1901.	
					Local.	Crown Agents.
	Schedule No. 1.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
A	Felling trees and clearing land ...	6,585 39	9,353 74	15,939 13	15,939 13	—
B	Earthwork { Rock ...	7,453 20	15,146 78	22,599 98	22,599 98	—
	Earth ...	27,321 37	84,329 22	111,650 59	111,650 59	—
C	Bridges	37,360 95	42,688 16	80,049 11	79,885 70	163 41
D	Culverts	14,960 98	20,886 67	35,847 65	35,847 65	—
E	Permanent way	13,266 48	35,709 14	48,975 62	48,459 54	516 8
F	Switches and crossings ...	—	1,228 84	1,228 84	1,228 84	—
G	Fencing	93,019 32	2,387 97	95,407 29	2,556 71	92,850 58
H	Level crossings	—	798 16	798 16	798 16	—
I	Metalling roads	325 4	3,026 77	3,351 81	3,351 81	—
J	Stations	21,703 44	40,529 63	62,233 7	51,381 24	10,851 83
K	Miscellaneous works ..	—	3,505 22	3,505 22	1,295 92	2,209 30
L	Contingencies	—	—	—	—	—
	General charges on construction work	56,450 87	46,854 32	103,305 19	99,949 83	3,355 36
	General stores	53,901 48	37,630 29	91,531 77	53,119 26	38,412 51
	Medical expenses ...	1,238 8	5,514 48	6,752 56	6,752 56	—
	Extraneous charges ...	27,303 45	4,250 82	31,554 27	31,554 27	—
	Schedule No. 2.					
M	Electric telegraph	—	—	—	—	—
N	Land and compensation ...	131,558 35	25,607 46	157,165 81	157,165 81	—
O	Engineering and administration { Preliminary charges ...	135,786 74	—	135,786 74	76,103 87	59,682 87
	Construction ...	41,360 26	39,306 88	80,667 15	72,154 27	8,512 88
P	Wrought and cast iron in bridge superstructures ...					
P*a*	Wrought in bridge cast iron cylinder pier, and bracing to ditto, including bolts, nuts, and connections ...					
P*b*	Wrought in wrought iron cylinder pier, including caps, bracing, and all connections ...	251,327 74	36,793 42	288,121 16	9,552 65	278,568 51
P*c*	Wrought iron in culvert superstructures					
P*d*	Cast iron in flanged pipes for irrigation culverts ...					
Q	Permanent way steel rails ...					
R	Permanent way fastenings ...	1,461,992 7	**12,325 48**	1,449,666 59	31,333 98	1,418,332 61
S	Switches and crossings ...					
T	Baltic sleepers ...					
U	Rolling stock	31,712 62	247,355 27	279,067 89	36,742 52	2,325 37
	Contingencies	—	—	—	—	—
		2,414,627 83	690,577 77	3,105,205 60	949,424 29	2,155,781 31

XXXI.—1901.

DESPATCHES

RELATING TO

EXPENDITURE ON RAILWAY EXTENSION AND IRRIGATION WORKS.

Ordered by His Excellency the Governor to be Printed.

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1901.

RAILWAY EXTENSION AND IRRIGATION WORKS.

No. 1.

Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., to the Right Hon. J. CHAMBERLAIN, M.P.

Miscellaneous.—No. 188.

Queen's Cottage, Nuwara Eliya, Ceylon, May 20, 1901.

SIR,—I HAVE the honour to address you regarding the share of the expenditure on railway extension and irrigation works now under construction in this Colony, which has to be paid from current revenue and past savings.

2. In your despatch No. 222 of 21st July, 1899, you estimated the amount which would be expended on the railways and irrigation schemes therein sanctioned by you at between twenty and twenty-one millions of rupees, and you directed that of this sum "one-half should be found from past savings and current revenue; and if the receipts remain at their present level, there should be no difficulty in fulfilling this condition without trenching on other items of expenditure, seeing that the surplus balances, if I understand right, already amount to several millions of rupees. But even if there should be some decline in the present prosperity, the Ceylon Government must be prepared, by reasonable reductions in other directions, to set aside year by year sufficient money for the purpose which I have indicated.

"The maximum borrowing for railways and irrigation will thus be limited to rather more than ten million rupees, of which it may be taken that the greater part will be on immediately reproductive works. This will be in addition to the sum of Rs. 7,500,000 which has, I understand, still to be borrowed to complete the Colombo Harbour Works. The balances at present in hand should of course be used up before any money is borrowed."

3. As reported in my despatch No. 505 of 29th December, 1899, this policy was much criticised by an influential party in the Colony on the ground that it infringed the privileges of the Legislative Council by removing from its control the appropriation of surplus balances of revenue—a privilege which, it was contended, had been formally conceded by the Secretary of State in 1867, and announced by the Governor, Sir Hercules Robinson, to the Legislative Council on 16th January in that year. The Legislative Council, however, by a large majority, passed a resolution expressing approval of your policy in the matter, and they consequently hypothecated the future surplus revenue of the Colony until the moiety of the proposed expenditure had been paid out of past savings on the surplus revenue of future years. It was, however, understood that when this liability was discharged the appropriation of the surplus revenue would again be under the control of the Council, subject of course to your approval.

4. The question when the revenue will be released from this liability accordingly possesses much interest for the Legislative Council and the Colony, and has often been the subject of discussion. My views were thus expressed in my address at the opening of the Legislative Council on 18th October, 1900 :—"But during the present year we have incurred large liabilities, of which we must also take account if we are to realize exactly how we stand. I allude to the very extensive scheme of Railway and Irrigation Extension sanctioned by the Secretary of State during my recent visit to England. Mr. Chamberlain then finally sanctioned the construction of railways to the Northern extremity of the Island, in the Kelani Valley, and in the Hill districts of Uda Pussellawa, all of which were indicated by me to this Council in 1896 as my proposed programme of railway extension. Mr. Chamberlain also sanctioned the expenditure of five millions, to be spread over a period of eight years, on irrigation works.

"The total cost of these great works is estimated to be Rs. 20,640,000, and the Secretary of State has directed that it should be met, one moiety from borrowed money and the other moiety from investments and future savings of general revenue. I calculate—but the calculation will have to be verified by experts—that towards the latter moiety there was available at the close of 1899 the sum of Rs. 6,319,067. Therefore, there would remain Rs. 4,000,933 to be provided in the future from current revenues, but towards meeting this we have the accumulated balances of the Irrigation Fund (Rs. 401,900), and also the annual contribution from revenue of Rs. 200,000 which is made to that fund under Ordinance No. 6 of 1892. This in six years would amount to Rs. 1,200,000. Accordingly on 1st January last there would remain the sum of about 2½ millions, which will have to be found during the next six years out of current revenue. Until that has been done there can be no reduction of taxation, unless indeed some grave necessity should demand and justify it. The Secretary of State sanctioned this great policy of progress on this condition, and we must abide by it. I hope that there will be a considerable surplus this year. If so, and if you like to apply the whole of that surplus to discharging this liability, you can do so, and then there will remain only a comparatively small amount to be paid in 1902 and perhaps 1903. The liability will then be fully discharged. You will have found or provided for the

Rs. 10,320,000—the moiety of the cost of this great policy—which, according to the decision of the Secretary of State, has to be found out of revenue. You will then be free from debt on this account, and the revenue of future years will be again at your disposal."

5. In this statement you will observe, I pointed out that my calculation must be verified by financial experts before it could be accepted as accurate. Accordingly, I called upon the Auditor-General and Treasurer, Messrs. Pennycuick and Cameron, "to examine my figures and report whether they are correct." On 29th January last those officers reported as follows:—"His Excellency the Governor's figures are practically correct, except that the surplus at the end of 1899 should be reduced by Rs. 196,300, being arrears of revenue and overpayments recovered included in the estimated surplus for 1900, and the amount to the credit of the Irrigation Fund increased from Rs. 401,900 to Rs. 491,900, the amount to the credit of the Fund on 31st December, 1899, as shown in the Treasurer's deposit account. The figures will then stand as follows:—

	Rs.
"Excess of assets over liabilities on 31st December, 1899	6,122,767
"Probable excess of revenue over expenditure for 1900	1,500,000
"Amount in deposit to the credit of Irrigation Fund	491,900
"Contributions to irrigation under Ordinance No. 6 of 1892 from 1900 to 1905	1,200,000
Total ...	9,314,667.

"If to this be added the amounts voted to the Irrigation Department from current revenue in the Estimates for 1900 and 1901, viz., Rs. 541,051 (*vide* page 34 of *Hansard* for 1900–1901), and the expenditure of Rs. 74,895 incurred in 1899 on account of the Kelani Valley and Uda Pussellawa Railways, the total will be Rs. 9,930,613, and the balance still required to make up the moiety will only be Rs. 389,387.

"The expenditure on account of the duplication of the main has been met from an advance, one moiety of which will have to be repaid from the proceeds of the new loan and the other moiety by the Municipal Council. The expenditure on the Harbour up to almost the end of last year was met from the proceeds of the sterling loan raised under Ordinance No. 17 of 1893, while the expenditure is at present met from advances pending the raising of the new loan."

6. According to this estimate, the balance remaining to be paid from surplus revenue at the end of this year would be only Rs. 389,387. But as the surplus for 1900 is now estimated at Rs. 1,748,283 instead of Rs. 1,500,000, this balance will be further reduced to Rs. 141,104. Accordingly, if the Legislative Council vote that sum from the surplus revenue of 1901, the rest of the surplus will be free from further liability on account of the scheme of public works sanctioned by you in your despatch of 21st July, 1899, provided that for the next six years the contribution of Rs. 200,000 under Ordinance No. 6 of 1892 is assigned to the construction of the irrigation works thereby sanctioned. The Auditor-General and Treasurer in their report include in their calculation that contribution for the six years 1900–1905, but the contribution for 1900 and 1901 was not specially voted and ear-marked for the purpose of irrigation, and was included in the surplus of those years. It has therefore already been taken into account by the Auditor-General and Treasurer. In the following six years 1902–1907 the contribution should, I think, be included in the Estimates and voted to the Irrigation Fund. The money will not be required at an earlier date, as, notwithstanding the large increase of establishment, the Irrigation Department will be unable to expend the five millions allotted for the construction of new works before the end of 1907, at the earliest.

7. The Honourable Member representing the Planting Industry has given notice of a question on this subject at the next meeting of the Legislative Council, and I would ask for instructions by telegram as to whether a reply may be made in the sense of the views expressed in the preceding paragraphs.

I have, &c.,
WEST RIDGEWAY.

Statement of Sums expended and voted from Surplus Funds.

		Rs.
Excess of assets over liabilities on 1st January, 1900 (*a*) ...		6,319,067
Deduct recoverable arrears of revenue and overpayments of 1899 outstanding on 1st January, 1900, included in arriving at (*a*) ...		196,300
		6,122,767
Add surplus revenue for 1900 (approximate)		1,748,283
Total ...		7,871,050
Expended from surplus funds in 1900 on account Railway Construction (approximate)	Rs. 3,626,001	
Advances made to the Resident Engineer, Harbour Works, from the cash balances of the Colony from October, 1900, to May, 1901 ...	2,000,000*	
Voted in 1901 from surplus funds on account Irrigation ...	700,000	
Voted in 1901 from surplus funds on account Railway Construction	2,300,000	
		8,626,001
Deficit ...		754,951

* This amount is repayable from loan, and it is extremely desirable that an instalment of the loan should be raised as early as possible, to cover the deficit which will arise when the sums voted on irrigation and railway construction have been expended, and to provide funds to meet the expenditure under the latter head, which for this year is estimated at Rs. 7,224,700 (*vide* page 134 of the Estimates for 1901).

No. 2.

The Right Hon. J. CHAMBERLAIN, M.P., to Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.

Ceylon.—No. 258. Downing street, July 5, 1901.

SIR,—I HAVE the honour to acknowledge the receipt of your despatch No. 188 of the 20th of May last, on the subject of the proportion of expenditure on railway extension and irrigation works which is to be borne by current revenue and past savings, in accordance with the principle laid down in my despatch No. 222 of the 21st of July, 1899.

2. Your statement of the situation as regards this part of the expenditure appears to me to be substantially correct, and I accordingly telegraphed to you on the 28th ultimo stating that I approved of your replying to the question on this subject in the Legislative Council in the sense of your despatch.

3. I should explain that by the decision expressed in the despatch referred to above I meant it to be understood that I was not prepared to sanction borrowing a larger sum than half of the total cost of the railway and irrigation works, as then estimated. If, therefore, the actual cost of these works should eventually be found to exceed the estimate, I think it would be desirable to provide for the excess expenditure by a further appropriation from revenue.

4. I see no reason, moreover, why if surplus funds accumulate, it should be taken as a hard and fast principle that no more than one-half of the expenditure in question should be met from ready money, seeing that, *e.g.*, in the Federated Malay States, the railways up to date have been constructed without recourse to a loan; but this is a matter for the Legislative Council to decide.

5. In this connection I have to add with regard to my despatch No. 29 of the 26th of January last, that Ordinance No. 14 of 1900 provides for borrowing an additional £100,000 beyond the amount required for completing the Harbour, Railway, and Irrigation Works referred to. As at present advised, I am disposed to think that this sum should form part of the Rs. 2,000,000 which will be required for the duplication of the main pipe from Labugama, the undertaking of which work by the Colonial Government was sanctioned in my despatch No. 106 of the 22nd of March last.

I have, &c.,

J. CHAMBERLAIN.

XXXII.—1901.

ADMINISTRATION REPORT

OF

THE MUNICIPAL COUNCIL OF GALLE

FOR THE YEAR

1900.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 20 cents.

1901.

THE MUNICIPALITY OF GALLE.

REPORT OF THE CHAIRMAN FOR 1900.

THE following Members were elected on 2nd December, 1899, for the years 1900, 1901, and 1902:—

Ward No. 1, Fort	...	E. Ludovici, junior.
Ward No. 2, Kaluwella	...	D. G. Goonewardene.
Ward No. 3, Galupiyadda	...	N. Dias Abeyesinhe.
Ward No. 4, Hirimbura	...	P. D. Anthonisz, C.M.G.
Ward No. 5, Kumbalwella	...	F. Abeyesundera.

The Members nominated were—

W. G. Keith, Colonial Surgeon, Southern Province.
E. Venning, Provincial Engineer, Southern Province.
C. L. M. Abdul Carim.
C. P. Hayley.

At a General Meeting of Council held on 10th February, 1900, the following Members were elected by ballot to form the Standing Committee:—

D. G. Goonewardene.	P. D. Anthonisz, C.M.G.
N. Dias Abeyesinhe.	E. Venning.
W. G. Keith.	

Eleven General Meetings and one Special Meeting were held during the year. The Standing Committee met eleven times. The attendance of Members was as follows:—

	Meetings of Council.	Standing Committee.
The Chairman ...	... 12	... 11
W. G. Keith ...	... 8	... 7
E. Venning ...	... 8	... 7
C. L. M. Abdul Carim ...	... 9	... —
P. D. Anthonisz ...	... 12	... 11
N. Dias Abeyesinhe ...	... 7	... 7
D. G. Goonewardene ...	... 7	... 6
E. Ludovici, junior ...	... 11	... —
C. P. Hayley ...	... 6	... —
F. Abeyesundera ...	... 9	... —

In December the Council sustained a serious loss by the death of Mr. Abdul Carim, Gate Mudaliyar. The vacancy was not filled up before the end of the year.

REVENUE AND EXPENDITURE.

No. 1.—General Account.

The total revenue for the year, exclusive of assessment tax and water-rate, amounted to— ... ... Rs 83,046 28½
The revenue for 1899 was ... ... Rs. 68,968 92½

Increase ... Rs. 14,077 36

The increases, as will appear from Statement A, were under the following heads:—

Taxes (lighting rate, vehicle and animal tax, road tax, and dog tax).
Tolls.
Stamp duties (carriages and hackeries for hire, boats, butchers, firearms, intoxicating liquor, opium, auctioneers, and brokers).
Market licenses (fish market, meat market, refuse meat market, Fort market, private markets, fruit market).
Slaughter-house licenses.
Grazing cattle.
Bathing wells, rent of.
Rent of pavilion.
Sale of disinfectants.
Sale of carriage fare tables.
Interest.
Public latrines, fees for working.
Private latrines, fees for working.
Sale of building lots in Havelock place. (There were no sales in 1899.)
Burial fees.
Sale of house rubbish. (House rubbish was not sold in 1899.)

The decreases were under—	Rs.	c.
Carts and coaches	440	80
Supreme Court proctor's certificate	28	50
Warrants to notaries	166	25
Petroleum	133	50
Betel shed fees	6	8
Dewatta markets	2	75
Fines on contractors	2	23
Judicial fines	833	11
Sundry receipts	38	50

	Rs.	c.
The expenditure amounted to	66,187	85
Expenditure in 1889 was	64,160	76
Increase ...	2,027	9

The increases were under the following heads, as will appear from Statement B :—

Establishment.
Stationery, printing, advertisements, &c.
Commission to road tax collectors.
Commission to vehicle and animal tax collectors.
Tin plates for carts and carriages.
Commission to dog tax collectors.
Lighting.
Commission to lighting rate collectors.
New lamps, burners, and chimneys.
Repairs to lamps.
Sweeping and scavenging, Fort.
Sweeping and scavenging, suburbs.
Sweeping and scavenging, Wards Nos. 3, 4, and 5.
Conservancy of public latrines.
Conservancy of private latrines.
Latrine buckets.
Plague precautions.
Grass for cattle in pound.
Inspectors' uniforms.
Destroying stray dogs.
New carts and repair of old.
Tools.
Horse allowance.
Acquisition of land.
Interest on loan.
Salaries, Public Works.
Upkeep of roads.
Upkeep of Municipal buildings.
Clearing rampart walls.
Windmill.
Improvement of roads.
Metalling Kumbalwella road. } Nothing spent in 1899 on these heads.
Rebuilding Hirimbura bridge. } Nothing spent in 1899 on these heads.
Filling land in esplanade. } Nothing spent in 1899 on these heads.
Retaining wall, Keppu-ela. } Nothing spent in 1899 on these heads.
Salary of cemetery-keeper.

The decrease in expenditure occurred in—

	Rs.	c.
Arresting road tax defaulters	17	0
Tom-tom beater	4	62
Commission to collector of fees for private latrines	17	87
New lamp-posts and lamps	96	69
Sanitary contingencies	25	45
Salaries of Sanitary Department	38	41
Rent of Fort market	20	0
Proctors' fees and stamps	61	50
Upkeep of clock tower	70	81
Time gun	20	66
Water-rate on Municipal buildings	14	94
Contingencies	256	16
Upkeep of bridges	140	68
Clearing canals	199	20
Improving drainage, Fort	1,544	45
Improving drainage, suburbs	484	62
Minor works	948	71
Victoria Park	233	64
Additional latrines	147	72
Improving Municipal buildings	1,120	66
Ettiligoda cemetery	4,066	32

Assessment Account.

	Rs.	c.
Revenue for 1900	13,453	82
Do. 1899	11,716	15
Increase ...	1,737	67

	Rs.	c.
Expenditure for 1900	10,818	10
Do. 1899	10,730	20
Increase ...	87	90

The increases were under—

Police bill for first half of 1900.
Stationery and printing.
Commission to collectors.

The decreases were—

Police bill for second half of 1899.
Pay of rural constables.

Waterworks Account.

		Rs. c.
Revenue for 1900	... ...	7,066 41½
Do. 1899	... ...	7,554 96½
	Decrease ...	488 55

In 1899 the rate was 7 per cent. for three quarters of the year and 5 per cent. for fourth quarter. In 1900 the rate was 5 per cent. for the whole year.

		Rs. c.
Expenditure in 1900	... ...	4,917 97
Do. 1899	... ...	5,032 29
	Decrease ...	114 32

The decrease in expenditure was under—

	Rs. c.
Clearing jungle	49 19
Repairs, &c.	54 55
Commission to collectors	83 72

There was an increase of Rs. 73·14 on pay of overseer, watcher, and coolies.

Loan Account.

Statement E shows expenditure incurred out of the loan of Rs. 16,000 obtained from Government for sanitary improvements. The works executed will be noted under head "Public Works."

The revenue and expenditure for the year from all sources were as follows :—

Revenue.		Rs. c.	Expenditure.		Rs. c.
General account...	...	83,046 28	General account ...	...	66,187 85
Assessment account	...	13,453 82	Assessment account ...	...	10,818 10
Waterworks account	...	7,066 41	Waterworks account ...	...	4,917 97
Loan ...	...	6,000 0	Loan account ...	...	5,705 77
		109,566 51			87,629 69

PUBLIC WORKS.

The roads within the Municipality were kept in repair under the direct supervision of the Superintendent of Works. A portion of the Kumbalwella road was converted from a gravelled to a metalled road, and it is desirable that the other gravelled roads within the limits of the Municipality should be metalled as rapidly as the state of the funds permits. The following roads were repaired during the year :—

Metalled.		Lines.	*Gravelled.*		Lines.
Fort streets	... ...	11¾	Light-house street	... ...	4½
Old and new gate roads	...	9	Bope road	... ...	32
Market roads	... ...	4¼	Bope Cross road	... ...	17
Hirimbura road	... ...	6½	Hume road	... ...	5¼
Wakwella road	... ...	37¼	Pettigallewatta road	... ...	13¼
Crips road	... ...	8¼	Kitulampitiya road	... ...	33
Morris road	... .	9½	Talapitiya road	... ...	18½
			Hirimbura road	... ...	20

Other works executed during the year were—

(1) Repair of Bope, Miliduwa, At-oya, Hume, Kahaduwa, and Pettigalla bridges.
(2) Upkeep of Municipal buildings.
(3) Renewing side drains, Lighthouse street.
(4) Repair of Fort drains.
(5) Repair of drains at bazaar and Pettigallewatta.
(6) Filling up the low ground between racecourse and the Keppu-ela.
(7) The minor works effected were :—

Repair of railing round windmill.
Repair of sea bathing place.
Repair of cart shed.
Repair of fire engine.
Repair of garden seats.
Repair of carriage stand.
Repair of footbridge.
Repair of pavilion.

(8) Building retaining wall, Keppu-ela.
(9) Rebuilding side drains of China Garden Main road.
(10) Rebuilding drain on the southern boundary of China Garden.
(11) Opening roads and alleys in Fort.
(12) Building Pettigalla-ela with stone.
(13) Making a road on the banks of the Keppu-ela.

The last five works were charged to loan for sanitary improvements.

The more important of the works were—

Renewing Side Drains, Light-house Street.—This work, commenced in 1899, was completed this year. As was remarked in the report for 1899, these drains possess the advantage of not diminishing the breadth of the street for traffic, while they can be readily cleansed daily.

Retaining Wall, Keppu-ela.—Last year a retaining wall to the ela was completed up to the point where the Matara railway crosses the Wakwella road. The wall was continued this year from this point to the Nakanda bridge. The work is still in progress.

China Garden Roadside Drains.—The drains on both sides of the road have been entirely renewed, being built of stone and mortar and coated with cement.

Drain on Southern Boundary of China Garden.—This drain was reconstructed, the bed raised at the upper end with cement concrete sloping gradually to the Keppu-ela. The sides of the drain were repaired with cement plaster.

Opening Roads and Alleys in the Fort.—The main object for which the loan of Rs. 60,000 was obtained from Government was the improvement of the sanitation of the Fort by opening out roads and alleys in order to permit of the enforcement of the dry-earth system. During the year a portion of the land required for the purpose was acquired to the value of Rs. 2,617·71.

Building the Pettigalla-ela with Stone.—This work, commenced in 1895, was continued during the year and completed as far as the cross road from Magalla to Talapitiya, the land on either side of the drain being filled in with sand.

Road on the Bank of the Keppu-ela.—The road on the eastern bank, commenced in 1899, was completed this year. The cost was charged to the loan for sanitary improvements.

PUBLIC HEALTH.

The general health was good throughout the year. A few cases of chickenpox and measles occurred and also some cases of dysentery at Dadalla. The average death-rate for the first three quarters of the year, as per Registrar-General's Vital Statistics published in the *Government Gazette*, was 26·56 per mille.

Rabies.—Early in the year, owing to the number of mad dogs reported to be at large, special precautions were taken, and a muzzling order enforced, but it proved of little use. 752 stray dogs were destroyed during the year, and the fact of this large number of homeless and ownerless dogs being at large shows how little good can be effected by the muzzling of the few well-fed and well-cared for animals, whose owners observe the rule.

Plague Precautions.—There has been no relaxation of the precautions against the introduction of plague.

At a Meeting of Council held on the 10th February a Standing Committee to consider plague precautions and to report to Council action taken and action proposed was appointed. The Committee consisted of the Chairman, the Colonial Surgeon, the Provincial Engineer, Dr. P. D. Anthonisz, and Dr. Ludovici.

In January public notice was given under rule 26 of regulations framed under "The Quarantine and Prevention of Diseases Ordinance, 1897," to householders within the Municipality to thoroughly cleanse and whitewash their houses, and to clean and disinfect the drains and cesspits appertaining to them.

The buildings now in existence for plague purposes are :—

At Buona Vista.

Hospital with two rooms for European patients.
Medical officer's quarters with kitchen, storeroom, bathroom, and dry-earth closet.
Two iron frame and cadjan hospitals, with necessary outhouses and a disinfecting shed, furnished with a Thresh's steam disinfector.

At Bathfield.

House of observation—a permanent building of four rooms. This will accommodate about nineteen Europeans.
Two temporary cadjan segregating sheds, each to accommodate twenty persons.
One cadjan observation shed for four persons.

Dadalla.

Two skeleton iron frame hospitals, each to accommodate twenty-two persons.

Plague Bay.

One galvanized iron disinfecting shed.

Watering Point.

One galvanized iron disinfecting shed.

The importance of destroying rats as a means of preventing the spread of plague occupied the attention of Council, and thirty-seven "wonder" rat traps were procured from Messrs. Walker Sons. & Co. These were distributed among householders by the Inspectors, whose coolies went round every morning and collected the traps with the captured rats and produced them at the office where they were counted and given back to be destroyed. This was done under the supervision of one of the Inspectors. The Inspectors were paid 5 cents for each rat captured and destroyed. The following is a return of the number of rats captured and destroyed during the year :—

1900.		1900.	
April	511	October	198
May	720	November	140
June	661	December	24
July	297		
August	265	Total ...	3,059
September	243		

To an inquiry made whether persons embarking at an infected port are kept under observation for ten days previous to embarkation, the following reply was received from the Chairman, Plague Committee:—"As far as is known, persons embarking at infected ports are not kept under observation for ten days previous to embarkation. They are, however, subjected to a rigid medical examination at all infected ports of India before being allowed to embark."

Sanitation of Fort and Suburbs.

Out of the loan of Rs. 60,000 from Government, two instalments amounting to Rs. 16,000 were drawn, the first in 1899 and the second in 1900. The expenditure was—

	Rs.	c.
Building Pettigalla-ela with stone	3,058	1
Building retaining wall at Keppu-ela	2,705	70
Constructing a road on banks of Keppu-ela	2,994	35
Building side drains to China Garden road	1,220	71
Rebuilding drain on southern boundary of China Garden	703	40
Acquiring land for opening roads and alleys in Fort	2,617	71

The balance in hand Rs. 2,700·12, together with the remainder of the loan Rs. 44,000 yet to be drawn, will be used for opening roads and alleys in the Fort. This by affording a back entrance into houses will greatly facilitate the working of the dry-earth system.

The acquisition of land for the purpose of opening alleys has not been pressed on as rapidly as it might have been. It was hoped that some of the alleys would prove to be unnecessary, as many of the owners of property to be acquired expressed their willingness to close their insanitary cesspits and adopt the dry-earth system without having back entrances provided. But it seems probable that it will be necessary eventually to acquire the greater part of the land surveyed for the purpose. The work can only be carried out gradually, and it will be necessary to provide a thoroughly efficient staff to meet the increased requirements. This is a matter that calls for the careful consideration of the Council, for a badly worked dry-earth system is worse than the old cesspits. In 1897 there were fifty-two that had adopted the system; in 1898, 118; in 1899, 140; and in 1900, 152.

WATER SUPPLY.

The question of the filtration of water or of providing an entirely new water supply for the whole Municipality was referred by Government to the Director of Public Works for report, but the cost is prohibitive. The cost of the necessary surveys alone for a new water scheme to serve the whole town is stated by the Director of Public Works to be from Rs. 3,000 to Rs. 5,000. The quality of the water is improving steadily, and householders are now applying for private water service to their houses. Thirteen houses have already been so provided. The water has now for several years been used by the inhabitants of the town without apparent injury to the public health, and it may safely be presumed that the vegetable contamination in the water is innocuous. Weeding of the watershed is regularly carried out, and further measures for the purification of the water in the reservoir are contemplated. A copy of the Analyst's last report will be found in the Appendix.

MISCELLANEOUS.

Auditor.—On a recommendation from the Council, His Excellency the Governor appointed Mr. H. F. Jansz auditor for the year.

Revision of By-laws.—In February the final amendments were made by the Council and the revised by-laws were forwarded to be embodied in an Ordinance. A draft Ordinance was accordingly published in the *Government Gazette* and passed a second reading in the Legislative Council. It was then referred to a Sub-Committee of the Council. This Sub-Committee disapproved the by-laws being passed in the manner proposed, and the recommendation being approved by the Council, the proposed Ordinance was disallowed, and a fresh Ordinance, No. 8 of 1901, passed the Council and received the approval of His Excellency the Governor. The by-laws will now be submitted for the approval of His Excellency in Executive Council as provided by the new Ordinance.

Municipal Police.—At the request of the Council, the Superintendent of Police furnished the following information:—

No fixed number of police constables is allowed for the Fort beats. There are seven beats allowed for the Fort, which are all covered whenever it is possible to do so, and on an average four beats are covered daily throughout the twenty-four hours.

The number of police employed within the police limits of the Municipality is no fixed number, the number varies according to the number of men available for beat duty, and this varies according to the number of men required for special duties. There are four beats in Ward No. 1 and five in Ward No. 2, which are invariably covered day and night; the remaining eleven beats are frequently but not regularly covered.

The police assessment tax derived from each ward is as follows:—

	Rs.	c.
Ward No. 1, Fort	3,226	30
Do. 2, Kaluwella	4,917	31
Do. 3, Galupiyadda	2,782	68
Do. 5, Kumbalwella	1,174	23

The approximate expenditure for each ward, if every police beat and section—twenty in number—were regularly covered by day and night, the Superintendent of Police calculates will be:—

	Rs.	c.
For the Fort Ward	6,505	86
Do: Kaluwella Ward	6,778	38
Do. Galupiyadda Ward	1,940	88
Do. Kumbalwella Ward	1,940	88

Steam Roller.—The desirability of purchasing a steam roller for use on the Municipal roads was again pressed on the attention of Council. The question has been discussed at intervals for some years, and it appears to have been the general opinion that a steam roller would be an expensive luxury. It was resolved that the Provincial Engineer should be requested to favour the Council with a report as to whether the bridges and culverts within the Municipality are capable of carrying a steam roller, and whether the saving in cost would be such as to justify the expenditure. His report stated:—

> I have the honour to report that I have inspected the bridges and culverts on the roads mentioned in the list that accompanied your letter.
>
> The wooden bridges are certainly incapable of carrying an 8-ton roller without damage, and the same may be said of the iron bridge over the Keppu-ela on the Bope road.
>
> With regard to the culverts, they are mostly constructed with very thin cover stones, if one may judge from an inspection of those that are visible, and are so near the surface of the road as to be exposed in many places. These would, I fear, be quite destroyed in time by the passing and re-passing of a heavy roller.
>
> Though the use of a steam roller will doubtless eventually reduce the cost of road repair by giving an improved and more thoroughly hardened surface to the roads, I do not think the actual cost of consolidating metal would be less than it is now, even if it were possible to use the roller on all the metalled roads within Municipal limits all the year round.
>
> I find on reference to some figures with which I have been kindly furnished by the Secretary of the Municipality of Colombo that the cost of consolidating metal at the rate of 11 cubes a day with a 15-ton roller is Rs. 2·39 per cube. This includes picking up the road, spreading the metal, and rolling, as noted below.*
>
> The cost of the same work done by an 8-ton roller would be Rs. 3·68†, assuming that only about half the quantity of metal would be consolidated in the day. This, I think, is rather higher than the present cost.
>
> Further, I find from the last progress report for 1899 that only 433 cubes of metal were laid during the year on the Galle roads.
>
> As the 15-ton roller consolidated 11 cubes of metal a day, we may, I think, assume that an 8-ton roller would consolidate about 6 cubes, so that the whole amount of metal provided in the year would be consolidated in about seventy-two days, or say three months. The Municipality would therefore have to keep the roller idle for three-fourths of its time, even if it were possible to take it over the whole of the roads within its jurisdiction.
>
> * * * * *
>
> Finally, I find, in addition to the cost of rolling given above, the annual repairs to a steam roller amount to about Rs. 100. Adding this to the rate already given, and still on the supposition that 433 cubes are consolidated in the year, the cost of consolidating metal by means of a steam roller of 8 tons' weight would be Rs. 3·91 per cube.

At a subsequent meeting it was resolved to ascertain the prices of lighter steam rollers, but it seems that 5 tons is the weight of the lightest steam roller obtainable, and there are few of the roads within the Municipality on which a roller even of this weight could be used with safety. The mileage of metalled roads within the Municipality, even including the Fort, where it is certain that a steam roller could not be safely used, is only 20½ miles.

Committee on Hired Carriages.—At a Meeting of Council held on 19th May a Sub-Committee, composed of the Chairman, Messrs. C. P. Hayley, D. G. Goonewardene, and F. Abeyesundera, was appointed to examine and report upon horses and carriages plying for hire within Municipal limits. Two Members of the Committee, the Chairman and Mr. Hayley, attended and inspected the horses and vehicles, and cancelled the licenses of such as were unfit for use. Twenty-four carriages and twenty-eight hackeries drawn by ponies were passed.

The Council adopted the recommendation of the Committee that no horse below 14 hands shall be used in a four-wheel conveyance, and that drivers shall wear uniforms of a pattern approved by the Municipality, which shall be provided at a fixed price.

Mahamodara Iron Bridge.—This bridge has been out of repair for some years, and the attention of Government has been called to its condition by the Council.

A vote was taken in the Supply Bill for 1900 for rebuilding the bridges on the Colombo-Galle road between Galle and Bentota, but nothing was done during the year. In reply to a further representation made by the Council, on the motion of Dr. Anthonisz, that the work of repairing Mahamodara bridge was the most urgent and should be taken up first, the Director of Public Works reported that the work on the bridges would be carried out as soon as the iron arrives, but that from a public point of view he considered the reconstruction of the Bentota bridge the most important, and that therefore the indent in connection with that bridge was prepared and submitted first. It is not clear why both works should not be taken in hand simultaneously, and it is to be regretted that the repair of this important bridge is still further postponed.

The year 1900 was an uneventful one as regards Municipal affairs; the works already in hand being sufficient to absorb the funds available, the attention of the Council has been directed principally towards minor sanitary improvements.

The better lighting of the town, the erection of a Town Hall, and the construction of new roads in the suburbs are matters that deserve the consideration of the Council in the near future.

GEORGE M. FOWLER,
Chairman.

		Rs. c.
* Picking	...	0 47·77
Spreading	...	0 61 25
Rolling	...	1 29·75
Total	...	2 39

		Rs. c.
† Picking and spreading as above	...	1 9
Rolling	...	2.59
Total	...	3 68

APPENDIX.

No. 1.—General Account.

A.—Comparative Statement of Revenue for 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	1,049 36½	4,408 10½	2,758 74	—
Taxes.				
Lighting rate ...	3,854 24	4,750 27	896 3	—
Vehicle and animal tax ...	2,387 75	3,061 25	673 50	—
Road tax	10,182 0	11,046 50	864 50	—
Dog tax	132 10	187 40	55 30	—
	16,556 9	19,045 42	2,489 33	—
Tolls.				
Paraduawatta toll ...	6,775 0	8,408 34	1,633 34	—
Morowak korale road toll ...	2,683 33	3,825 0	1,141 67	—
Gintota toll ...	4,583 34	5,625 0	1,041 66	—
	14,041 67	17,858 34	3,816 67	—
Stamp Duties and Fees.				
Carriages for hire ...	342 0	418 0	76 0	—
Hackeries for hire ...	1,220 75	1,572 25	351 50	—
Boats	179 55	182 40	2 85	—
Carts and coaches ...	2 812 0	2,371 20	—	440 80
Butchers	38 0	42 75	4 75	—
Firearms	22 57	36 82	14 25	—
Sale of intoxicating liquors	2,085 25	2,256 25	171 0	—
Opium	5,700 0	7,600 0	1,900 0	—
Supreme Court proctors' certificates ...	114 0	85 50	—	28 50
District Court proctors' certificates	726 75	726 75	—	—
Notaries' certificates ...	95 0	95 0	—	—
Warrants to proctors ...	47 50	47 50	—	—
Warrants to notaries ...	213 75	47 50	—	166 25
Jinrickshas ...	47 50	47 50	—	—
Petroleum	316 50	183 0	—	133 50
Auctioneers and brokers ...	200 0	280 0	80 0	—
Taverns	6,175 0	6,175 0	—	—
	20,336 12	22,167 42	2,600 35	769 5
Market Licenses.				
Fish market and fish auction shed	3,590 50	4,818 70	1,228 20	—
Meat market ...	332 50	335 0	2 50	—
Refuse meat market ...	105 0	117 50	12 50	—
Green market ...	1,908 0	1,908 0	—	—
Fort market ...	273 55	319 50	45 95	—
Private markets ...	169 23	232 0	62 77	—
Betel shed fees ...	238 71	232 63	—	6 8
Dewatta markets ...	94 50	91 75	—	2 75
Fruit market ...	1,546 11	1,748 50	202 39	—
	8,258 10	9,803 58	1,554 31	8 83
Slaughter-House Licenses.				
Slaughter-house ...	420 0	425 0	5 0	—
Pounding and feeding cattle	757 13	850 82	93 69	—
Special license to slaughter cattle, &c. ...	16 75	21 25	4 50	—
	1,193 88	1,297 7	103 19	—
Miscellaneous Licenses.				
Grazing cattle ...	220 75	257 50	36 75	—
Offensive and dangerous trades	74 0	73 0	—	1 0
	294 75	330 50	36 75	1 0
Judicial fines ...	1,986 24	1,153 13	—	833 11
Fines on contractors ...	62 0	59 77	—	2 23
	2,048 24	1,212 90	—	835 34
Rents.				
Bathing wells ...	196 25	200 0	3 75	—
Rent of pavilion ...	24 0	86 0	62 0	—
Ticket of occupancy ...	1 0	1 0	—	—
Broadfruit trees ...	66 0	55 0	—	11 0
Boutiques at bazaar ...	72 0	72 0	—	—
	359 25	414 0	65 75	11 0

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Miscellaneous.				
Sale of disinfectants ...	4 20	20 29	16 9	—
Sale of carriage fare tables ...	3 50	72 50	69 0	—
Interest ...	369 26	422 62	53 36	—
Sale of chimneys and wicks...	4 76	1 20	—	3 56
Sundry receipts ...	259 8	220 58	—	38 50
Fees for working public latrines	1,353 0	1,422 0	69 0	—
Fees for working private latrines	1,646 91	1,784 76	137 85	—
Tennis court fees ...	78 25	76 25	—	2 0
Sale of building lots, Havelock place ...	—	1,690 0	1,690 0	—
Sale of house rubbish ...	—	52 50	52 50	
	3,718 96	5,762 70	2,087 80	44 6
Cemetery.				
Burial fees... ...	112 50	346 25	233 75	—
Total ...	68,968 92½	83,046 28½	15,746 14	1,668 78
Less Decrease ...	—	—	1,668 78	—
		Net Increase ...	14,077 36	

No. 1.—General Account.

B.—Comparative Statement of Expenditure for 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Establishments ...	4.604 25	5.614 55	1,010 30	—
Pensions ...	1,534 99	1,534 99	—	—
General Office Expenses.				
Stationery, cheque book, printing, advertisements, audit of accounts, furniture, petty expenses ...	1,130 10	1,256 10	126 0	—
Revenue Services.				
Commission to road tax collectors ...	927 15	1,075 35	148 20	—
Commission to vehicle and animal tax collectors ...	44 89	108 95	64 6	—
Arresting road tax defaulters	125 0	108 0	—	17 0
Tom-tom beater ...	28 38	23 76	—	4 62
Tin plates for carts and carriages ...	110 27	131 82	21 55	—
Commission to collector of fees for private latrines ...	78 16	60 29	—	17 87
Commission to dog tax collectors ...	2 25	4 89	2 64	—
	1,316 10	1,513 6	236 45	39 49
Lighting.				
Lighting within Police limits	3,174 10	3,835 62	661 52	—
Commission to lighting rate collector... ...	236 32	317 18	80 86	—
New lamps, burners, and chimneys ...	—	165 0	165 0	—
New lamp-posts and lamps...	1,213 87	1,117 18	—	96 69
Repairs	—	94 30	94 30	—
	4,624 29	5,529 28	1,001 68	96 69
Sanitary Charges.				
Sweeping and scavenging, Fort	1,831 81	2,032 5	200 24	—
Sweeping and scavenging, suburbs	3,328 0	3,384 0	56 0	—
Sweeping and scavenging, Wards Nos. 3, 4, and 5 ...	501 44	512 42	11 1	—
Conservancy of public latrines	3,388 86	3,613 57	224 71	—
Conservancy of private latrines	2,027 10	2,372 87	345 77	—
Buckets for latrines ...	216 82	372 16	155 34	—
Watering streets ...	58 82	58 54	—	0 28
Sanitary contingencies ...	180 4	154 59	—	25 45
Plague precautions ...	302 66	810 92	508 26	—
Disinfectants ...	297 39	459 39	162 0	—
Salaries	4,118 41	4,080 0	—	38 41
	16,251 35	17,850 51	1,663 30	64 14

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Market Charges.				
Salary of market master ...	250 0	250 0	—	—
Rent of Fort market ...	260 0	240 0	—	20 0
Whitewashing markets ...	180 0	180 0	—	—
Market coolies ...	114 75	114 59	—	0 16
	804 75	784 59	—	20 16
Slaughter-house Charges.				
Salary of slaughter-house keeper	360 0	360 0	—	—
Grass for cattle in pound ...	371 41	452 6	80 65	—
	731 41	812 6	80 65	—
Miscellaneous.				
Band	960 0	960 0	—	—
Fire brigade ...	360 0	360 0	—	—
Inspectors' uniforms ...	82 0	119 58	37 58	—
Proctors' fees and stamps ...	311 50	250 0	—	61 50
Upkeep of clock tower ...	110 81	40 0	—	70 81
Destroying stray dogs ...	188 77	290 54	101 77	—
Time gun	242 38	221 72	—	20 66
Assessment tax on Municipal buildings ...	592 25	592 25	—	—
Water-rate on Municipal buildings ...	89 69	74 75	—	14 94
New carts and repair of old	386 98	988 89	601 91	—
Tools	17 25	145 7	127 82	—
Horse allowance ...	1,700 0	1,820 0	120 0	—
Contingencies ...	541 60	285 44	—	256 16
Acquisition of land ...	448 50	1,032 50	584 0	—
Interest on loan ...	300 0	600 0	300 0	—
	6,331 73	7,78 74	1,873 8	424 7
Public Works.				
Salaries	2,280 0	2,630 0	350 0	—
Upkeep of roads ...	9,394 91	9,995 69	600 78	—
Upkeep of bridges ...	368 59	227 91	—	140 68
Upkeep of Municipal buildings	521 26	847 93	326 67	—
Clearing canals ...	967 20	768 0	—	199 20
Improving drainage and sanitation, Fort ...	3,033 28	1,488 83	—	1,544 45
Improving drainage and sanitation suburbs ...	673 93	189 31	—	484 62
Minor works and improvements	1,994 44	1,045 73	—	948 71
Clearing rampart walls ...	179 68	184 36	4 68	—
Windmill	121 75	174 50	52 75	—
Victoria Park ...	1,060 75	827 11	—	233 64
Additional latrines ...	147 72	—	—	147 72
New roads and improvement of old	285 89	425 69	139 80	—
Improving Municipal buildings	1,120 66	—	—	1,120 66
Metalling Kumbalwella and Kandewatta roads ...	—	434 2	434 2	—
Rebuilding Hirimbura road bridge	—	639 0	639 0	—
Filling land between race-course and Keppu-ela ...	—	279 48	279 48	—
Building retaining wall, Keppu-ela ...	—	2,439 0	2,439 0	—
	22,150 6	22,596 56	5,266 18	4,819 68
Cemeteries.				
Salary of cemetery-keepers	480 0	780 0	300 0	—
Walling Ettiligoda cemetery and upkeep ...	4,201 73	135 41	—	4,066 32
	4,681 73	915 41	300 0	4,066 32
Total ...	64,160 76	66,187 85	11,557 60	9,530 51
Less Decrease ...	—	—	9,530 51	—
		Net Increase ...	2,027 9	

Assessment Account.

C.—Comparative Statement of Revenue for 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	377 5	985 95	608 90	—
Assessment tax—arrears ...	2,017 87	2,417 14	399 27	—
Assessment tax—four quarters ...	8,728 98	9,458 48	729 50	—
Assessment tax on Municipal buildings	592 25	592 25	—	—
	11,716 15	13,453 82	1,737 67	—

Comparative Statement of Expenditure for 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Police bill for second half of previous year... ...	4,310 44	4,142 69	—	167 75
Police bill for first half of current year	4,137 79	4,289 61	151 82	—
Pay of four rural constables ...	950 0	940 96	—	9 4
Assessment clerk ...	520 0	520 0	—	—
Stationery and printing ...	90 10	132 15	42 5	—
Commission to collectors ...	721 87	792 69	70 82	—
	10,730 20	10,818 10	264 69	176 79
		Less Decrease ...	176 79	
		Net Increase ...	87 90	

Waterworks Account.

D.—Comparative Statement of Revenue of 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	1,948 17½	2,522 67½	574 50	—
Water-rate—arrears ...	757 47	699 95	—	57 52
Water-rate for four quarters ...	3,498 19	2,717 84	—	780 35
Water-rate on Government buildings	1,261 44	1,051 20	—	210 24
Water-rate on Municipal buildings	89 69	74 75	—	14 94
	7,554 96½	7,066 41½	574 50	1,063 5
			Less Increase ...	574 50
			Net Decrease ...	488 55

Comparative Statement of Expenditure of 1899 and 1900.

	1899. Rs. c.	1900. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Pay of overseer, watcher, and coolies	523 50	596 64	73 14	—
Clearing jungle	586 14	536 95	—	49 19
Incidental expenses, repairs, &c....	143 35	88 80	—	54 55
Interest on Waterworks loan ...	3,500 0	3,500 0	—	—
Commission to collector ...	279 30	195 58	—	83 72
	5,032 29	4,917 97	73 14	187 46
			Less Increase ...	73 14
			Net Decrease ..	114 32

E.—No. 2 Loan Account brought up to 31st December, 1900.

	Rs. c.		Rs. c.
First instalment of loan	10,000 0	Building Pettigalla-ela with stone ...	3,058 1
Second instalment of loan	6,000 0	Building wall on banks of Keppu-ela ...	2,705 70
		Constructing a road on banks of Keppu-ela...	2,994 35
		Rebuilding side drains of China Garden road	1,220 71
		Rebuilding drain on southern boundary of China Garden	703 40
		Opening roads and alleys in Fort ...	2,617 71
			13,299 88
		Balance ...	2,700 12
	16,000 0		16,000 0

F.—Comparative Statement of Revenue and Expenditure, 1891-1900.

Year.	Revenue.						Expenditure.		
	General Account, exclusive of previous Year's Balance.	Assessment Account, exclusive of previous Year's Balance.	Water-works Account, exclusive of previous Year's Balance.	General Account, including Balance of previous Year.	Assessment Account, including Balance of previous Year.	Water-works Account, including Balance of previous Year.	General Account.	Assessment Account.	Water-works Account.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1891	45,908 53	11,785 62	—	52,219 67	12,713 21	—	46,655 49	10,935 96	—
1892	48,108 98	11,294 69	—	53,673 16	13,071 94	—	47,157 70	10,730 57	—
1893	59,667 89	10,753 14	—	66,183 35	13,094 51	—	54,431 7	12,146 86	—
1894	66,371 31	11,100 65	—	78,123 59	12,048 30	—	62,803 74	10,613 94	—
1895	60,691 58	10,214 38	—	76,011 43	11,648 74	—	64,560 78	11,011 37	—
1896	56,686 19	12,038 79	1,285 0	68,136 84	12,676 16	1,334 12	58,608 31	8,204 12	1,240 85
1897	58,448 2	11,666 95	1,899 17	67,976 55	16,138 99	1,948 29	66,762 62	11,542 80	1,016 27
1898	63,681 31	11,383 54	5,732 31	64,895 24	15,979 73	6,664 33	62,845 88	15,602 68	4,716 16
1899	66,916 56	11,339 10	5,606 79	68,968 92	11,716 15	7,554 96	64,160 76	10,730 20	5,032 29
1900	78,238 18	12,467 27	4,543 74	83,046 28	13,453 22	7,066 41	66,187 85	10,818 10	4,917 97

G.—Progress Report of Works done brought up to December 31, 1900.

Head of Expenditure.	Amount of Vote.	Expenditure in December, 1900.	Expenditure up to December 31, 1900.	Balance.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Upkeep of roads	10,000 0	1,413 94	9,995 69*a*	4 31
Metalling Kumbalwella and Kandewatta roads	787 50	—	434 2*b*	413 47
Upkeep of bridges	300 0	19 35	227 91*c*	72 9
Upkeep of Municipal buildings ...	863 98	143 88	847 93*d*	16 5
Clearing canals	1,290 0	64 20	768 0	522 0
Improving drainage, Fort	1,500 0	10 40	1,488 83*e*	11 17
Improving drainage, suburbs	720 0	45 83	189 31*f*	530 69
Filling low ground between racecourse and Keppu-ela	280 0	87 9	279 48*g*	0 52
Minor works and improvements ...	2,000 0	222 27	1,045 73*h*	954 27
Victoria park	957 0	62 98	827 11	129 89
Building retaining wall, Keppu-ela ...	3,000 0	—	2,439 0*i*	561 0
Whitewashing markets	180 0	8 50	180 0	—
Sanitary improvements chargeable to loan ...	8,405 89	199 44	5,705 77*j*	2,700 12

(*a*) Metalled 102½ lines of road ; used 452 cubes of metal ; gravelled 155½ lines of road ; used 570 cubes of gravel ; trimmed and lowered sides of road 2,546 lines ; cleared side drains 1,347 lines ; patched road 256½ squares; spread metal 1 cube ; spread gravel 194 squares and lines ; cleared jungle 283⅓ lines ; cleared out culverts in Hirimbura, Hirimbura cross, Kumbalwella, and Black Town roads ; removed earthslips in Cripps, Hume, Elliott, Dickson, Kumbalwella, and Kitulanpitiya roads ; cleared esplanade ; lopped branches of trees ; raised Hume road 4 lines ; cut new drains 3 lines ; opened out esplanade drains.

(*b*) Supplied 55 cubes of metal ; spread metal over 11·50 lines of Kumbalwella road.

(*c*) Repair of Bope, Miliduwa, At-oya, Hume, Kahadowa, and Petigalla bridges and transporting planks.

(*d*) Thatched auction and cattle shed, refuse meat market ; repair of railway station, seabeach, coral shed, and office latrines ; repair of fish market, green market, meat market, Fort market, slaughter-house, cattle shed, betel shed, fruit market ; sunshades for fish and meat market ; cost of paint ; painting pavilion and whitewashing Municipal Office ; supplying tats for green market.

(*e*) Building side drains, Light-house street ; and repair of Light-house street drains, Small Cross street drains, Pedlar street and Church cross street drains, and clearing sewers ; repair of Rampart street sewers ; purchased syphon bends.

(*f*) Repair of bazaar drains, Pettigala drains, and built a culvert near Batadowa night soil shed.

(*g*) Filling low ground between racecourse and Keppu-ela.

(*h*) Repair of railings round windmill and dog kennel ; providing six rubbish boxes ; repaired sea-bathing place ; repair of office cart shed and back door ; repair of fire engine; repair of garden seats ; repair of carriage stand; repair of footbridge ; repair of pavilion and rails round pavilion and purchase of a hose ; sawing na beams.

(*i*) Supplied 600 stone slabs for the work ; balance of contract placed in deposit.

(*j*) Cost of materials and labour for repair of China Garden side drains ; building Pettigala drain and filling low land on sides ; making new road along Keppu-ela ; rebuilding drain on southern boundary of China Garden, compensation for lands acquired in Fort.

J. E. ANTHONISZ,
Secretary.

H.—Report on the Analysis of a Sample of Water received from the Secretary, Municipal Council, Galle.

THE sample, said to have been drawn from a standpost in the Fort of Galle, was received on the 21st instant in four white quart bottles enclosed in a wooden case.

Before analysis the four bottles were emptied into one large bottle to ensure the sample being uniform.

(*1*) *Physical Examination.*

(1) Clearness : the water when well shaken in a large white bottle showed slight turbidity.

(2) Colour : the colour of the water, when a two-feet stratum was viewed through the tintometer, was matched by—

Yellow	...	...	34°
Red	...	..	15°
Blue	...	...	10°

(3) Smell : when heated to 100° F. the water was odourless.

(4) Taste : the water had no unusual taste, it was pleasant, palatable, and slightly chalybeate.

(5) Reaction : neutral.

(*2*) *Chemical Examination.*

(1) The following determinations were made :—

	Grains per Gallon.
Chlorine	0·5148
Ammonia, free and saline	0·0004
Do. albuminoid	0·0196
Nitrogen in nitrates	0·0068
Phosphoric acid	Traces
Nitrites	Absent
Copper	Absent
Heavy metals, iron	Traces

(2) The amount of oxygen absorbed from potassium permanganate in presence of acid in four hours, at ordinary temperature, was 0·1904 grains per gallon.

(3) The total solid residue dried at 220° F. amounted to 5·5300 grains per gallon.

(4) The solid volatile on ignition amounted to 3·22 grains per gallon.

(5) Hardness in degrees of Clark's scale :—

(*a*) Total hardness ...	...	...	Below 1°
(*b*) Fixed hardness ...	...	...	Below 1°

(*3*) *Microscopical Examination.*

The microscope revealed a few of the more harmless animal organisms in the sediment, which consisted mostly of vegetable matter.

Remarks.

The turbidity of the water is due to the presence of suspended matter which is mostly vegetable, and this, along with the traces of iron detected, accounts for the deep colour when viewed through the tintometer.

Although the chemical examination shows an excess of oxygen absorbed and of albuminoid ammonia, yet nitrites are absent, and the nitrogen in nitrates and the free and saline ammonia are much lower than in standard pure water.

The excess of albuminoid ammonia may be accounted for by the presence of vegetable matter.

This is a very soft water, and it indicates the absence of chalk and other salts of lime.

Opinion.

On the whole, I consider this water usable for drinking purposes, and it would be much improved by filtration.

It would be more satisfactory if I were to see the source of the water supply to enable me to give a more definite opinion, and I would recommend that this water be examined monthly, as is done in Colombo in the case of its water supply.

THOMAS COCKERILL, F.C.S.,
Acting City Analyst.

City Analyst's Office, 56, Kollupitiya road,
Colombo, May 30, 1900.

1.—Quarterly Reports of Dr. C. E. de Silva, M.B., M.R.C.S., Sanitary Officer.

Quarter ended 31st March, 1900.

THE general health was good. Except a few cases of chickenpox there is nothing of importance to record.

Ward No. 1.—The dry-earth system is being satisfactorily worked in about 120 houses. There is a marked improvement in the health of the Fort residents since the dry-earth system was adopted, and the sooner this is extended to all the houses the better. The opening up of roads and cross roads in the more crowded localities will facilitate the extension of the dry-earth system, scavenging of house refuse, drainage, improve ventilation, and mitigate the nuisance caused by crowding of houses on area.

Although some improvements have been made in the drainage of the Fort, much remains to be done. In 1897, after a house-to-house inspection, I gave a list of houses where the drainage was

defective, pointing out the defects in each case, and these were attended to after much persuasion, and prosecution in some cases, especially in Moorish houses, where the drainage was invariably defective. These house drains discharge into the main sewer without the intervention of disconnecting syphon traps (except in a few houses in Light-house street) and ventilation. The absence of a disconnecting apparatus allows the free passage of sewer effluvia into houses. The sewers receive the house waste waters highly charged with decomposable organic matter and urine and washings from privies in some houses. There is no flushing of these sewers, except by rain, which washes in the grit and sand from the road and chokes the sewers owing to their defective construction and want of sufficient fall. These sewers require emptying at regular intervals at much expense. The sand in the sewers absorbs the liquid sewage from the house drains, and the stagnation and fermentation of this sewage in untrapped and unventilated sewers causes as much harm as the cesspits. Before attempting to flush these sewers they must be thoroughly emptied of all sand and grit and properly cemented with the best fall obtainable. To intercept the mud, sand, and the *detritus* of roads generally, road gullies with gratings and catchpits should be constructed. With cisterns of sufficient capacity built opposite the tennis courts, Oriental Hotel, and Post Office most of the sewers could be flushed.

Scavenging.—With better fed bulls and extra carts the work could be done more satisfactorily, Most of the carts are in bad repair.

Municipal latrines were kept clean. A liberal use of disinfectants and dry-earth will keep down the offensive smell sometimes noticed in the afternoons in some latrines.

Quarter ended 30th June, 1900.

The general health was good. After the opening of the proposed roads and cross roads facilities will be afforded for working the dry-earth system in almost all the houses in the Fort, and the closing up of cesspits will remove the greatest source of danger to the Fort residents. The Moorish community are willing to have the dry-earth system in their houses, but object to the removal of buckets through the house, and are waiting for the opening of roads and cross roads to build dry-earth closets and close up their cesspits.

Dairies in the Fort are kept clean. In private houses, where horses, cows, and bulls are kept, it is necessary to—

(1) Make the floor impervious.
(2) Provide proper drainage.
(3) Wash and disinfect the floor and drains daily.
(4) Remove manure daily.
(5) Provide free ventilation.

The sanitary condition of China Garden is not at all satisfactory. The drainage is very. defective. The ground is low in most places, and rain water has no means of draining away. Consequently the soil gets water-logged, as evidenced by the height of water in the wells (almost up to the surface). There is no house drainage at all, and kitchen washings and refuse water are thrown about the compounds so as to cause a nuisance.

To improve the sanitary condition of China Garden few cross roads should be opened between Wakwella and Havelock roads with properly cemented side drains. For the drainage of premises into these and the existing built drains, as well as for the preservation of boundaries of the different blocks belonging to different owners, cemented drains should be built at the expense of the owners and under the supervision of the Superintendent of Works. Low ground should be filled so as to drain away storm water into the boundary drains, which must communicate with the Municipal drains. All huts with mud walls and cadjan roofs, which are invariably overcrowded, and have no proper floor of bricks or cement, should be demolished as unfit for human habitation. In a locality like China Garden cadjan roofs are particularly dangerous on account of their liability to fire and retention of infection. The mud walls cannot be whitewashed, and are liable to retain infection. The earth floor is damp and cannot be washed or otherwise cleansed and is liable to retain infection. Cemented drains should be provided to carry away waste water from the kitchen. The owner of each block of houses should provide privy accommodation, and the dry-earth system should be adopted.

Quarter ended 30th September, 1900.

The general health was good. Few cases of chickenpox were reported in Wards Nos. 2, 3, and 4. A beggar boy who was seized with vomitting and purging on 11th August night was removed to the Civil Hospital and died there at about 11.30 A.M. the following morning. After a post-mortem examination the Medical Officer in charge of the hospital reported the cause of death as diarrhœa, due to indigestion and worms. Disinfection was attended to. A case of dysentery occurred in Chando street, Fort, due to the indigestion of unripe fruit with seeds. A suspected case of smallpox was reported from Piyadigama. The necessary precautions as regards isolation, disinfection, and vaccination of contacts and neighbours, &c., were taken. The patient was kept under observation and discharged as it did not prove to be a case of smallpox. A case of typhoid fever was reported from the Fort police barracks. The patient, a constable, had been out in the interior on duty, where most probably he contracted the disease. At the police station post-mortem examinations were held on several dogs killed on the suspicion of hydrophobia. They were mostly pariah dogs. To prevent the spread of hydrophobia every dog let loose should be muzzled, and dogs straying without a muzzle should be destroyed.

After a house-to-house inspection in the Fort a list of houses having facilities for working the dry-earth system and a list of cesspits requiring disinfection were submitted. The houses in Church and Lynn Baan streets can have dry-earth closets after the proposed roads and lanes are opened up. The Moorish and other residents are willing to build dry-earth closets as soon as the proposed roads and lanes are opened up.

After a house visitation in overcrowded localities, a list of overcrowded houses and houses unfit for human habitation was submitted, and steps were taken to mitigate the nuisance.

Quarter ended 31st December, 1900.

The general health was good. On 5th October eleven cases of dysentery were reported in the locality between Dadalla pauper cemetery and Eddystone house. The residents of this locality are very poor and work in coir pits inhaling foul air and handling filthy, stagnant water, in which the cocoanut husks are fermented. Their gardens abound in coir fibre and collections of decaying organic matter. There is extensive surface pollution by human excrement owing to the absence of privies. The surface wells, the water of which is used for drinking and culinary purposes, are not protected by walls, and surface water can readily find its way into the wells and contaminate the water. The victims were chiefly children in delicate health. The necessary precautions were taken, and the further spread of the disease was checked.

Few cases of measles and chickenpox were reported during the quarter.

After a house-to-house inspection in the Fort a list of houses with facilities for having the dry-earth system was submitted, and notices were served on the householders to close their cesspits and build dry-earth closets. The cesspits that were not closed were disinfected.

The drainage of China Garden is very defective.

The outlet of Pettigala-ela is in an insanitary condition owing to the stagnation of water. This should be filled up to a certain level to prevent the stagnation of water.

Scavenging.—The carts were, as a rule, late in coming to the Fort, and scavenging was not done satisfactorily. In Ward No. 3 scavenging was not done regularly and satisfactorily.

Municipal Latrines.—Towards evening there is a stench about the latrines owing to the insufficient use of dry-earth and disinfectants. The latrine overseer should pay regular visits in the morning, noon, and evening and see that dry-earth and disinfectants are used properly and sufficiently. There seems to be an insufficiency of latrine accommodation in Wards Nos. 1 and 2.

RESOLUTION OF COUNCIL.

The foregoing Report having been submitted to the Council at a Meeting held on the 27th June, 1901, the following resolution was passed :—

"Resolved,—That the Report be adopted."

J. E. ANTHONISZ,
Secretary.

The Municipal Office,
Galle, July 29th, 1901.

XXXIII.—1901.

PUBLIC WORKS.

REPORT of the COMMISSIONERS appointed to inquire into and report on the reasons for the Increasing Cost of Public Works, and whether greater economy in Design, Execution, &c., is not possible.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price Rs. 2·15.

1901.

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LETTER FORWARDING COMMISSION.

Colonial Secretary's Office,
Colombo, February 16, 1900.

GENTLEMEN,—I AM directed to forward to you herewith a Commission under the hand of the Governor and the Public Seal of the Island appointing you, under the powers vested in His Excellency the Governor by Ordinance No. 9 of 1872, to inquire into and report on the reasons for the increasing cost of public works, and whether greater economy in design, execution, &c., is not possible.

I am, &c.,
J. J. THORBURN,
for Colonial Secretary.

COMMISSION.

IN the Name of Her Majesty VICTORIA, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India.

By His Excellency the Right Honourable Sir J. WEST RIDGEWAY, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Most Honourable Order of the Bath, Knight Commander of the Most Exalted Order of the Star of India, Governor and Commander-in-Chief in and over the Island of Ceylon, with the Dependencies thereof.

WEST RIDGEWAY.

To the Hon. Mr. W. T. TAYLOR, C.M.G.; the Hon. Mr. F. A. COOPER; the Hon. Mr. J. N. CAMPBELL; J. G. WARDROP, Esq.; S. C. OBEYESEKERE, Esq.; E. HUMAN, Esq.

GREETING.

WHEREAS We deem it expedient that a Commission should issue to inquire into and report on the reasons for the increasing cost of public works, and whether greater economy in design, execution, &c., is not possible:

Now know Ye that We, the said Governor, reposing great trust and confidence in your prudence, ability, and fidelity, have, with the advice of Our Executive Council, in pursuance of the powers in Us vested by the Ordinance No. 9 of 1872, nominated, constituted, and appointed, and by these presents do nominate, constitute, and appoint you, WILLIAM THOMAS TAYLOR, F. A. COOPER, J. N. CAMPBELL, J. G. WARDROP, S. C. OBEYESEKERE, and E. HUMAN, to be Our Commissioners for the purpose aforesaid, with authority to exercise all the powers which Commissioners appointed under the said Ordinance may lawfully use and exercise.

And We do hereby authorize and empower you, Our said Commissioners, to make all necessary inquiries into the said matter and report to Us under your hands within four months from this date, or so much earlier as may be possible, upon the matter referred to you as aforesaid.

Given at Anuradhapura, under the Seal of this Island, this Eleventh day of February, in the year of our Lord One thousand Nine hundred.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

PUBLIC WORKS COMMISSION.

LETTER FORWARDING REPORT.

SIR,—I HAVE the honour to forward herewith the report of the Commissioners appointed to inquire into and report on the reasons for the increasing cost of public works, and whether greater economy is not possible.

It has not been possible to obtain the assent to the report and signature of Mr. J. G. Wardrop, one of the Commissioners, owing to his absence from the Island.

I am, &c.,

Colombo, July 13, 1901. W. T. TAYLOR.

LETTER ACKNOWLEDGING REPORT.

Colonial Secretary's Office,
Colombo, September 28, 1901.

GENTLEMEN,—I AM directed by the Governor to acknowledge the receipt of your interesting and exhaustive report on the expenditure of the Public Works Department, and to convey to you His Excellency's thanks for the time and labour bestowed by you on the inquiry.

2. I am at the same time to forward for your information a copy of the instructions based on the report, issued by me to the Director of Public Works on the orders of the Governor.

I am, &c.,

A. G. CLAYTON,
for Colonial Secretary.

Annexure.

The Hon. the COLONIAL SECRETARY to the DIRECTOR OF PUBLIC WORKS.

No. 1,133. Colonial Secretary's Office,
Colombo, September 28, 1901.

Report of Public Works Commission.

SIR,—I AM directed by the Governor to transmit to you the accompanying copy of the report of the Commissioners appointed to inquire into and report on the reasons for the increasing cost of Public Works, and whether greater economy in design, execution, &c., is not possible; and to state that His Excellency has, after consultation with the Executive Council, been pleased to accept most of the recommendations made therein, which appear to him to be both reasonable and moderate.

2. The proposal regarding the remuneration of overseers may at once be adopted, and the necessity of conforming to the recommendations contained in paragraphs 18, 19, and 21 should be impressed on the officers of your Department.

3. Instructions will be issued to Government Agents to obtain from headmen periodical reports as to the condition of the roads in their districts, and these will be duly communicated to you.

4. The important proposal made in paragraph 25 as to the amendment of the law so as to admit of the application of section 6 of the Branch Roads Ordinance to estate roads, and also to admit of Government contributing out of public revenue towards the cost of construction and maintenance of certain roads, has also been accepted, and will be proposed to the Legislative Council. If this compromise proves to be inadequate, Government will be prepared to consider the recommendation of the Hon. Mr. Campbell, and extend the provisions of Ordinance No. 14 of 1896 to all roads on the recommendation of the Local Committee.

5. His Excellency agrees with the Commissioners that in the dry zone, when in the opinion of the Principal Civil Medical Officer it can be safely done, the adoption of half walls for hospitals and other buildings, such as court-houses, schools, &c., is desirable.

6. I am to request you to enjoin on your subordinates special attention to the recommendation of the Commissioners that the accommodation provided in subsidiary buildings should be of as economical a character as possible.

7. Type plans should be prepared in consultation with Heads of Departments concerned, showing the extent of accommodation considered to be necessary, and its approximate cost in the case of police barracks, post offices, and similar buildings.

8. His Excellency agrees with the Hon. Mr. Campbell that several small hospitals are better than one large central hospital, but the increase of cost and of staff which would be involved by the adoption of the former expedient is prohibitive.

9. His Excellency also agrees with the proposal that bricks should be used for walls and floors whenever, with due regard to efficiency, they can be economically employed.

10. The proposal to transfer to the Public Works Department the road work under the control of the District Road Committees has not been approved. His Excellency would on the contrary like to see the sphere of the local bodies enlarged and their efficiency and usefulness increased. The result of the opposite policy would be a largely increased expenditure without any corresponding benefit to the community. Much good and useful work, as his journeys throughout the Island have shown him, is now cheaply and efficiently done under the supervision of these local bodies, whose interest it is to ensure economy.

11. His Excellency is not satisfied that any case has been made out for more additional clerical assistance to District Engineers, but he is disposed to think that much of the clerical work now demanded from them, to the prejudice of more important duties, might be reduced.

12. A further communication will be addressed to you on this subject.

I am, &c.;
A. G. CLAYTON,
for Colonial Secretary.

REPORT.

YOUR EXCELLENCY,—WE the Commissioners appointed by Your Excellency under the Colonial Secretary's letter dated 16th February, 1900, to inquire into and report on the reasons for the increasing cost of public works, and whether greater economy in design, execution, &c., is not possible, have the honour to submit the result of our investigations and the conclusions at which we have arrived.

2. We have inquired into the cost of labour and materials during the last twenty years in the several Provinces and districts of the Island, also into the cost of road maintenance, the construction of roads and bridges, and the erection of public buildings.

3. We have further considered the system adopted in the several districts for the supervision of public works.

4. In Appendix I. will be found a statement of the information furnished by the Director of Public Works;

In Appendix II. will be found the information furnished by the Provincial Engineers;

In Appendix III. the information furnished by the Factory Engineer; and

In Appendix IV. the information furnished by the District Engineers.

5. On reference to Statements 3 and 4 in Appendix I. and to Appendix III., it will be seen that generally the rates paid for labour by the Public Works Department, and the price of materials used by them, have advanced; this is particularly noticeable in the case of artificers and coolies, ironwork generally, timber, moulding sand, road metal, bricks, tiles, and Portland cement.

ROAD MAINTENANCE.

6. We find, as shown in Statement No. 7, Appendix I., that about the year 1885 a very material reduction was made in expenditure on the upkeep of the roads; the reduction was for a time maintained, but of late years a more liberal expenditure has had to be sanctioned, on the ground that such a course is considered necessary in order to prevent deterioration in the condition of the roads.

7. The Commission have good reason to believe that the more important roads are now maintained in a reasonably good state of repair at a cost, which, though somewhat in excess of that obtaining in 1885, is still considerably below that obtaining in 1880, previously to the introduction of what is generally known in the Colony as the MacBride system.

CONSTRUCTION OF ROADS.

8. It is impossible to draw any definite conclusions as to the cost of construction of roads from a comparison of the cost per mile in different years, unless all the circumstances of each case are taken into consideration. From a comparison, however, of the rates paid for different classes of work, it is evident that the cost of construction, apart from bridges, must have increased in recent years. Nearly all hill roads constructed by the Public Works Department are now bottomed twelve feet wide and metalled ten feet, with culverts of proportionate length, and this superior style of work naturally adds to the cost of construction. But from Statement 1, Appendix I., it appears that the average cost per mile of roads recently constructed has not increased, which may be due partly to such causes as stricter supervision and improvement in design of bridges and similar work.

BRIDGES.

9. So varied are the designs and carrying capacity of the bridges constructed in the past that it is practically impossible to compare their cost with the cost of those recently erected. The cost of masonry in piers and abutments has doubtless increased in consequence of the increased cost of such material as shown in Statement No. 4, Appendix I.; but, on the other hand, we find that the recent introduction of type designs for bridgework has, notwithstanding the rise in the price of iron, materially reduced the cost of such work, especially in the case of bridges not exceeding forty feet in span, as shown in Appendix III.

PUBLIC BUILDINGS.

10. The cost per cubic foot of buildings erected during the last twenty years will be found in Statement 6, Appendix I. The cost per cubic foot naturally varies with the class of building, the nature of the accommodation required; and the locality in which the buildings are erected, involving greater or less cost of materials and transport.

11. In the case of public buildings generally, exclusive of hospitals, we believe that an increase in cost has taken place owing to the nature of the improved accommodation required and to the advance in the rates paid for material and labour; the cost of construction is not excessive, and does not, we find, compare unfavourably for permanent buildings with the cost of similar buildings erected by private parties in the few cases where evidence was available and a comparison could be made.

12. In the case of hospitals we find that some increase per cubic foot has taken place in the cost of permanent wards, owing to the increased cost of labour and materials, but the cost per bed has considerably increased, owing to the increased subsidiary accommodation required. For instance, in the case of the Ramboda hospital, the actual cost of the ward, accommodation is at the rate of Rs. 302 for each bed, whilst the total cost, including attendants' quarters, dispensary, medical officer's quarters, nurses' quarters, covered ways, and outbuildings, makes the total cost at the rate of Rs. 700 for each bed.

In the case of the Maturata hospital, the actual cost of the wards is at the rate of Rs. 619 for each bed, whilst the total cost, including subsidiary buildings, is at the rate of Rs. 1,671 for each bed.

13. In connection with the cost of buildings we have had brought to our notice the fact that buildings recently constructed have generally been provided with the necessary drains, covered ways, and cement floors, whereas formerly it was not an uncommon practice to omit, in the first instance, such necessary adjuncts and provide them afterwards, the cost being charged against supplementary provision or against votes for additions and improvements to buildings.

DESIGN AND EXECUTION.

14. We have given the subject as to whether greater economy in design and execution is not possible our careful consideration, and will deal with it under the several headings already adopted, viz., Road Maintenance, Construction of Roads, Bridges, Public Buildings.

ROAD MAINTENANCE.

15. We are of opinion that the organization and execution of the work in connection with road maintenance is, on the whole, satisfactory.

We have, however, to point out that the economical and efficient maintenance of roads can only be secured by very close, careful, and detailed supervision, and, in view of the long length of roads in charge of some of the District Engineers, a great deal depends on the care and integrity of the overseer.

16. We understand that existing regulations prohibit the pay drawn by overseers engaged in the supervision of work exceeding 10 per cent. on the cost of the work; the effect of this is that the services of good men are only retained by placing them in charge of a length of road considerably greater than they can efficiently supervise, and that it is more to their interests to secure the satisfactory condition of a road by spending money on it than by exercising that close and careful attention to detail necessary for its economical maintenance.

17. We recommend that overseers be paid a definite rate within the limits annually fixed by Government, such rate to be from time to time fixed by the Provincial Engineer in whose Province they are working, having due regard to their management of labour and the economical and efficient maintenance of roads in their charge. We trust that the superintending officers of the Department will take care that the overseers serving under them are not interested, either directly or indirectly, in agreements for the breaking and transport of metal.

18. We view with satisfaction the extent to which the system of carrying out public works on agreement is adopted, more especially in connection with the upkeep of roads, such as breaking metal, clearing jungle, side drains, spreading and consolidation of metal, and we urge the desirability of extending the system as far as practicable.

19. Great care should be exercised in receiving road metal so that it should be of proper size and quality and free from inordinate quantities of quarry dust and earth.

20. We recommend that Government Agents be instructed to obtain from their headmen in their periodical reports information as to the condition of the roads in their several districts, and communicate the purport of these reports, so far as they regard principal thoroughfares, to the Director of Public Works.

21. The Commission urges the importance of immediate attention, as far as practicable, to the filling up of ruts and hollows in all roads with clean metal properly consolidated, and also the keeping all side drains, culverts, and water channels clear of obstructions interfering with the efficient drainage of the road.

22. Considering how important to the Colony is the efficient maintenance of the principal roads, we are of opinion that further reducing their width or permitting them to deteriorate in general condition is not desirable.

CONSTRUCTION OF ROADS.

23. We have had represented to us that in many cases in which application has been made for the construction of roads on the "grant-in-aid system," roads of the nature of those usually constructed as estate roads would, as far as the applicants are concerned, serve the purposes required. The Government has, however, generally declined to allow the provision of the Branch Roads Ordinance, No. 14 of 1896, to be extended to other than properly constructed metalled roads. It has been urged that the cost of such roads is in many instances prohibitive; and without the consent of Government to apply the provisions of the Branch Roads Ordinance to roads of cheaper construction, no legal means exist of compelling adjoining owners to participate in the cost of the construction of such road or to permit the road to pass through their properties.

24. We are of opinion that it is not desirable to alter the general design or quality of the work hitherto adopted in the construction of roads, the responsibility for the construction and maintenance of which rests with the Government, and the cost of which, as in the case of principal

roads, is entirely borne by the Colony, or, as in the case of branch roads, is equally divided, one moiety being paid out of the general revenue of the Colony and the other moiety by the owners of the estates interested.

25. We are, however, of opinion that to meet such cases as are referred to in paragraph 23 it would be desirable to so amend the law as to admit of the provisions of section 6 of the Branch Roads Ordinance being applied to estate roads, also to admit of the Government in its discretion granting out of the public revenues of the Colony a fixed sum towards the cost, and an annual sum towards the maintenance, of any such road, provided that application is made by the proprietors interested on or before the 30th June in any one year for grants to be paid during the ensuing year. The responsibility of construction and subsequent maintenance of such roads should be vested in the proprietors of the estates interested, subject to the general control of the Provincial Road Committee of the Province in which the road is situated.

BRIDGES.

26. We are of opinion that the bridges recently constructed in accordance with the type designs are well adapted to provide for the ordinary traffic upon the roads and meet the requirements of the Colony. As these designs appear to be economical, compared with the cost of bridges of similar construction erected previously to their introduction, we are not prepared to recommend any departure from the existing practice in bridge construction.

PUBLIC BUILDINGS.

27. We have carefully considered the desirability of adopting a less permanent type of building than that usually adopted during recent years, but the increased cost of maintenance of temporary buildings would in most cases, we feel convinced, outweigh any temporary reduction that might be secured in the first cost of erection. The Kanatta Infectious Hospital was referred to as a temporary building which had served its purpose satisfactorily, but we find that during the last five years upwards of Rs. 7,000 have been spent on its maintenance, and the Director of Public Works reports that a further sum of Rs. 4,000 is required at the present time to renew the posts, walls, and roofs.

28. The adoption as far as possible of half walls in the construction of hospital wards and other similar buildings in the low-country, especially in the dry zone or northern and eastern portions of the Island, is recommended.

We also recommend that generally the extent and nature of accommodation provided in subsidiary buildings should be restricted to actual necessities, and should be of as economical a character as possible consistent with permanency of construction.

29. The strict enforcement of Colonial Secretary's Circulars Nos. 179 and 181, dated 18th and 20th October, 1897, respectively, Appendices V. and VI., and the careful consideration of the reasonableness or otherwise of the requisitions made before plans and estimates are prepared, have doubtless checked extravagance in such requisitions, and prevented a considerable waste of the time of officers in the Public Works Department in preparing plans and estimates for works which the Government were not prepared to consider.

Some further advantage would probably accrue from the adoption of type plans, giving approximate cost, and showing the extent of accommodation considered reasonable in the several classes of Government buildings, such as police barracks, residences for Government officers, country post offices, &c.

30. On reference to paragraph 10 of the Director of Public Works letter dated 4th January, 1901, and Statement C in Appendix I., it will be seen that a considerable increase has taken place in the expenditure on public works without a corresponding increase in expenditure on the staff of the Department. On reference to the Director of Public Works Administration Report for the year 1899, paragraph 8, it will be seen that the length of roads in charge of the Department in 1880 was 2,762 miles, whereas it is now 3,589. We are of opinion that some reduction in the cost of public works would accrue from increased supervision, and that if the present expenditure is maintained, an increase in the Engineering staff is desirable.

In view, however, of the anticipated strict enforcement of the Colonial Secretary's Circular No. 181, Appendix VI., and the transfer of irrigation duties previously performed by the officers of the Public Works Department to the staff of the Irrigation Department, the Director of Public Works does not urge the immediate appointment of an increased staff.

We have, &c.,

W. T. TAYLOR.
F. A. COOPER.
J. N. CAMPBELL.
S. C. OBEYESEKERE.
E. HUMAN.

Colombo, July 11, 1901.

Hon. Mr. S. C. OBEYESEKERE to the CHAIRMAN, PUBLIC WORKS COMMISSION.

SIR,—WHILST agreeing with the report of the Commission, with reference to paragraph 29, I venture to recommend that the construction of hospitals and similar buildings in the low-country should be as substantial as that of those in the planting districts, if not more so, in view of the fact that the former are intended for the benefit of a settled population, whilst the latter are mainly for that of a floating population, engaged as coolies in estates, cultivated with products, whose permanence is not assured, and about which there has recently been cause for anxiety.

I doubt whether hospitals with half walls in malarious districts would be conducive to the speedy recovery of the patients, exposed as they would be in a measure to the night air of the district.

The reasons set forth in the 28th paragraph against false economy, apply with equal force to the matter of buildings referred to in this paragraph.

I am, &c.,

S. C. OBEYESEKERE.

Colombo, July 10, 1901.

Mr. J. G. WARDROP to the CHAIRMAN, PUBLIC WORKS COMMISSION.

33, Palmerston Place,
Edinburgh, July 4, 1901.

DEAR SIR,—I HAVE to thank you for the copy of the draft report which accompanied your memorandum of the 9th June. I have carefully perused the same, and my object in addressing you to-day is to intimate my adherence to it.

I shall not be back in Colombo till about the 1st of September, but meanwhile, if you deem it desirable, I shall be glad if you will append my signature to the report.

I am, &c.,

JOHN G. WARDROP.

The Hon. Mr. J. N. CAMPBELL to the CHAIRMAN, PUBLIC WORKS COMMISSION.

Nuwara Eliya, July 23, 1901.

SIR,—I HAVE the honour to append my remarks calling attention to the more important points in which I am not in agreement with the report of the Commission.

I am, &c.,

J. N. CAMPBELL.

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15. *Road Maintenance.*—The objections to the present system of supervision are three :—

(1) That the overseer is also the purveyor of the coolies.
(2) That the existing regulations prohibit the pay drawn by the overseers exceeding 10 per cent. on the cost of the work.
(3) That the wages of the coolies working on check-roll are calculated nominally according to a daily rate, but in reality according to the amount of work passed by the District Engineer.

As the coolies are generally under advances to the overseer (Appendix II., p. 107, paragraph 4; p. 113, paragraph 3; and p. 114, paragraph 7), it is to his interest to keep up and increase the rate of pay and the cost of such materials as broken metal, in order that the coolies may earn good wages and be able to repay some part of the advance. It is difficult otherwise to account for the rise in the rates paid to road coolies, whilst the rates paid to estate coolies have remained stationary. The 10 per cent. limit has been dealt with in the 16th paragraph of the report. The third objection refers to the check-rolls. When work is not done upon agreements it is done upon check-rolls, that is, the coolies work by the day and their names are entered in the check-roll. It is quite understood, however, that the District Engineer will only allow the number of names that he considers justified by the work done. This is naturally a temptation to the overseer to enter as many names in the check-roll as he thinks will be passed, whether the coolies have worked or not. Several of the Provincial Engineers have expressed their disapproval of the use of check-rolls, notably the Provincial Engineer, Southern Province (Appendix II., p. 109, paragraph 6), the whole of whose remarks are worthy of serious attention.

Undoubtedly the extension of the system of working on agreements, as recommended in paragraph 18 of the report, is a step in the right direction, but the objection still remains that the overseer is the purveyor of the coolies, and that it is to his interest to keep up rates.

Although agreements are made with individual coolies and with small gangs, the system of working both on agreements and check-rolls is in effect a system of contract by the piece, the overseer being the contractor, for he has to provide coolies to get the work done at certain fixed rates, and he in the end is the person who secures most of the profits that may be made. It is therefore suggested, as being worthy of consideration, whether it would not be better to recognize this system, and carry out the whole of the work of road maintenance by piecework contracts to be entered into with the overseer. The District Engineer would still, as at present, issue his directions for the quantity rate, and value of work to be done during the month, but he would be relieved of the duty of paying the coolies, which, under the present system, is a mere waste of time, and would be enabled to devote more of his time to his legitimate duty of supervision of work. The coolies would take very good care that they got their dues from the overseer. They could still be nominally in the employment of the Public Works Department, so that their services could be available at any time, if occasion arose.

As more efficient supervision by the District Engineer is regarded as a matter of great importance in the economical carrying out of all works, it may be well here to point to the astounding statement given by the Provincial Engineer, Central Province, of returns rendered to him by the District Engineers, and to the opinion expressed by several of the Provincial Engineers that the clerical work in the District Engineer's office is too much for the staff, and that much of the District Engineer's time is wasted in clerical work which could be more usefully employed in supervising work. See Appendix I., p. 109, paragraph 6 (2); p. 111, paragraph 6; and p. 112, paragraph 6.

23, 24, and 25. *Construction of Roads.*—I do not concur in the latter part of paragraph 24, referring to the design and quality of work adopted in the construction of branch roads. I would prefer to see the construction and maintenance of all public thoroughfares placed under the care of the Public Works Department, and I venture to quote the opinion expressed by Mr. Ormsby, Acting Director of Public Works, in his Administration Report for 1896, as follows:—

> It has always seemed to me to be somewhat of an anomaly that there should be in Ceylon two distinct organizations for the opening and maintaining of roads and other public works working side by side. The Government have in the Public Works Department a trained body of Engineers, but many of the important, though so-called minor, thoroughfares, and in most cases the resthouses, are in charge of Road Committees, the executive officer being an untrained man, generally a native of the country, and working under little or no supervision, it being notoriously impossible even for the most active of Chairmen of the Road Committees to visit every road in the Province once a year. The consequence is, I fear, much waste and misapplication of money. I would gladly see every road or path in Ceylon, which is open to the public, placed in charge of this Department. A reduction in size of districts and consequent increase in our staff would be necessary, and some amendment of the Road Ordinance. There would be many more openings for young Ceylonese trained in the Ceylon Technical College and the Government Factory, and I think both Government and the public would be gainers.

I see no reason why Government should not discriminate between the wants of the localities to be served and provide such a class of road as would be sufficient for the estimated traffic. I would therefore advocate the provisions of No. 14 of 1896 being extended to all roads, leaving it to the local committee to recommend the class of road they require. Failing the above, I support the recommendations contained in paragraph 25 of the report.

27 and 28. *Public Buildings.*—With regard to hospitals, especially in the case of hospitals, the maintenance of which is paid for partly by the export duty on produce, the wants of the community would be better met by the provision of a greater number of smaller hospitals, rather than the erection of any more of the class of hospitals recently erected at Maturata and Dimbula. What is desiderated, both in the up-country planting districts and in the feverish parts of the low-country, is that relief and assistance should be brought as near as possible to the sufferers. As the planters contribute a share of the cost of maintenance of the hospitals and dispensaries in the planting districts, which are available to all classes, with a view to ascertain the exact requirements of the district, local committees might be appointed to act with the authorities on similar lines to the local committees under the Branch Roads Ordinance. The smaller hospitals might be in charge of a dispenser, and be visited daily or every second day by the District Medical Officer. Surgical cases and serious cases requiring nursing might still be sent to the large hospitals, and it would only be necessary to provide at the smaller hospitals a male and a small female ward, in addition to the dispensary and dispenser's quarters, whereby a great saving would be effected. Whilst approving of the use of permanent materials, I am of opinion that the style of masonry is often unduly expensive, and I recommend that a less ornamental, though equally durable, style be adopted, and that bricks be used for walls wherever procurable at less cost than stone, and also in place of concrete for floors of hospitals.

J. N. CAMPBELL.

APPENDIX I.

INFORMATION FURNISHED BY THE DIRECTOR OF PUBLIC WORKS.

The DIRECTOR OF PUBLIC WORKS to the Hon. Mr. W. T. TAYLOR, C.M.G., Chairman, Public Works Commission, Colombo.

Public Works Department,
Colombo, 4th January, 1901.

Public Works Commission, Returns for.

SIR,—I HAVE the honour to forward you the accompanying statements 1–8 called for by the Commission. Part of 7 will be found in manuscript, the remainder in the tabular Return No. 4 of my Annual Reports for 1897, 1898, and 1899, copies of which I enclose.

2. Accompanying this letter I request to be allowed to submit statements and a few remarks which I have prepared after a careful perusal of the returns, and which I hope will be found useful by the members of the Commission.

3. Statement "A" gives the maximum and minimum cost of road construction during certain periods.

4. Statement "B" gives a summary of the cost of erecting bridges per foot run.

For the year 1900 I have given the average cost of ironwork according to the type drawings recently adopted, taking one bridge of each span between the limits stated. It will be observed that there are great differences in the cost of ironwork. This is due to a great extent to the variety of types and designs adopted in the past. The total cost must necessarily vary owing to varying nature of the sites, involving in some cases considerable expenditure upon foundations, abutments, and piers.

5. As regards Statement No. 3 there appears to be a general increase in the cost of road metal, especially in the Central and Eastern Provinces and in the District of Ratnapura in the Province of Sabaragamuwa. To the increasing difficulty of getting suitable stone, involving increased transport, and also to the increased cost of labour as shown in statement No. 4, I would invite attention.

6. As regards Statement No. 4 the most important increases are those in respect of artificers and coolies.

7. Statement 5 shows a general increase in the cost of tools.

8. Statement 6 shows a considerable variation in the cost of buildings per cubic foot, but this appears to have always been the case.—See Return, page 78, Report of Commission, 1880. Generally speaking there appears to be some increase in the cost of buildings. To the varying character of the buildings and the localities in which they are situated and the increased cost of material and labour, as shown in Statement No. 4, I would invite attention.

9. On reference to Statement No. 7 it will be observed the average cost per mile of metalled roads has increased as compared with that of 1885, but the expenditure was materially reduced about this date, and looking at the increased expenditure in 1890 it seems clear that it was soon found so large a reduction could not be maintained.

The present expenditure per mile of road is still considerably below that of 1880.

The introduction of the railway has doubtless led to a decrease in the amount of "through traffic" over some of the roads, but the increased area under tea cultivation, involving a labour force three times as great per acre as that required for coffee cultivation, and the transport of the traffic carried by the railway over the roads, have doubtless led to a material increase of traffic on some of them.

10. Statement "C" shows the expenditure on Public Works during the years 1880–99 classified under the headings—Public Works Recurrent, Extraordinary, and Miscellaneous and Establishment from which will be seen the increasing demands made on the Public Works Department. It will also be observed that the expenditure on Establishment during 1899 was 8·3 per cent. compared with 9·5, 14·3, 11·4, and 13·2 during the years 1880, 1885, 1890, and 1895, respectively.

I am, &c.,
FRANCIS A. COOPER,
Director of Public Works.

STATEMENT A.

Cost of Constructing Roads.

During the year	1880	from Rs. 25,963 to Rs. 35,960 per mile
Do.	1881	from Rs. 16,255 to Rs. 46,040 ,,
Do.	1882 to 1887	from Rs. 17,197 to Rs. 19,423 per mile
Do.	1890 to 1895	from Rs. 5,662 to Rs. 24,165 ,,
Do.	1896 to 1898	from Rs. 6,248 to Rs. 19,906 ,,
Do.	1899	from Rs. 10,509 to Rs. 27,318 per mile

STATEMENT B.

Average Cost of Bridges per Foot run.

Span in Feet.	90–120.		35–80.		30 and Under.	
Year.	Ironwork. Rs.	Total Cost per Foot run. Rs.	Ironwork. Rs.	Total Cost per Foot run. Rs.	Ironwork. Rs.	Total Cost per Foot run. Rs.
1880	95	164	—	—	—	—
1884	—	—	59	200	75	119
1886	—	—	44	—	—	—
1887	—	—	—	—	73	161
1888	115	390	—	—	—	—
1889	—	—	—	—	50	152
1890	—	—	—	—	58	128
1891	—	—	68	160	37	94
1892	—	—	79	195	36	222
1893	—	—	—	—	57	150
1894	—	—	76	92	46	81
1895	—	—	107	288	35	159
1897	—	—	94	301	45	229
1898	—	—	92	392	46	152
1899	130	356	78	199	80	103
1900	117*	—	82*	—	46*	—

* Average cost of type designs recently introduced.

STATEMENT C.

Total Expenditure, Public Works Department, for the Years 1880 to 1899.

Year.	Public Works Recurrent. Rs.	Public Works Extraordinary. Rs.	Miscellaneous including Loans. Rs.	Total. Rs.	Establishment. Rs.
1880	1,932,734	1,313,583	272,483	3,518,800	336,054
1881	1,688,040	469,424	99,814	2,257,278	311,183
1882	1,656,343	225,314	110,737	1,992,394	292,575
1883	1,517,054	194,382	111,531	1,822,967	268,950
1884	1,350,767	261,825	88,545	1,701,137	278,550
1885	1,135,697	680,027	100,403	1,916,127	273,151
1886	1,069,018	1,093,531	154,254	2,316,803	283,819
1887	1,058,582	1,007,730	205,390	2,271,702	315,239
1888	1,134,801	962,173	148,092	2,245,066	317,835
1889	1,254,907	1,180,442	172,241	2,607,590	299,864
1890	1,318,457	1,511,079	201,365	3,030,901	345,681
1891	1,438,574	1,307,449	231,730	2,977,753	338,358
1892	1,638,690	2,052,906	—	3,691,596	337,005
1893	1,711,011	2,295,976	—	4,006,987	340,779
1894	1,710,625	1,720,743	—	3,431,368	380,027
1895	1,756,001	1,286,889	—	3,042,890	402,019
1896	1,823,558	1,219,106	—	3,042,664	385,268
1897	1,726,669	1,838,650	—	3,565,319	383,682
1898	1,900,307	1,510,143	369,324	3,779,774	400,848
1899	2,040,684	1,707,119	1,250,125	4,997,928	415,126

No. 1.—Statement of the Principal and Grant-in-Aid Roads constructed during the Years 1880 to 1900.

Date.	Name of Road.	Length. Miles.	Width. Feet.	Cost. Rs.	Cost per Mile. Rs.	Estimate Nos.	Remarks.
1880	Brownlow-Laxapana	1	10	25,963	25,963	267/77	Metal
	Kandapola-Uda Pussellawa	5	10	179,804	35,960	288/78	Metal
1881	Agra road	6·05	14	245,583	40,592	654/78, 14/81	Metal.
	Uda-Pussellawa	6·15	10	99,973	16,255	28/80 478/81	Metal
	Carolina road	1·20	12	55,248	46,040	846/80	Metal
1882	Labugama-Hanwella	9	12	174,811	19,423	642/80	Gravel
1883	Uda Pussellawa to St. Margarets	3·25	10	59,512	18,311	2/81	Metal
1884	Fort railway station to Chatham street	·22	30	16,257	73,900	516/89, 562/83	Metal
1885	Uda Pussellawa-Dimbula junction	1	12	18,267	18,267	14/85	Metal
1887	Watagoda-Pundaluoya	7	10	120,378	17,197	897/87, 37/87, 414/87, 10/85	Metal
1890	Neboda-Warakagoda	2	8	11,324	5,662	859/89	Metal
	Bathford Valley extension	2·05	10	23,552	9,420	52/89	Metal and foundations
1891	Ruanwella-Veyangoda-Attanagalla	9	12	148,237	16,471	24/86, 27/87, 17/88, 5/89, 947/89, 66/89, 63/90, 970/90, 77/91, 87/91	Metal; no foundations; timber bridges

Date.	Name of Road.	Length. Miles.	Width. Feet.	Cost.	Cost per Mile.	Estimate Nos.	Remarks.
				Rs.	Rs.		
1893	Brownlow-Luccombe ...	3·87	9	56,858	14,691	1244/92	Metal
	Yatiyantota-Polatagama ...	3	12	36,777	12,259	78/91	Metal
1894	Norwood-Upcot ...	8·25	10	102,218	12,390	91/95, 1348/93, 353/95, 390/96	Metal
1895	Approach road, Ulapane railway station	·35	10	7,200	20,571	337/95	Metal
	Spring Valley	7·60	9	183,656	24,165	484/93	Metal
1896	Badureliya to Kukulegama ...	2·00	8	12,497	6,248	367/96	Gravel
	Norton-Carolina ...	5·25	10	102,774	19,546	90/92	Metal
	Rangalla-Nitre Cave ...	3·75	8	42,315	11,284	380/94	Metal
1897	Chatham street extension ...	·43	36	62,251	14,456	377/94, 368/96, 357/97	Metal
1898	Coast road, north of Puttalam ...	1·75	10	12,500	7,142	139/98	Gravel ; indifferent
	Ohiya-Udaweriya gap ...	2·25	10	31,378	13,945	394/97, 1011/98	Metal foundation
	Namunakuli-Passara ...	8·00	10	159,252	19,906	392/97, 143/98, 982/98	do.
	Hemmingford road ...	1·88	10	22,165	11,789	397/97	Metal and gravel ; no foundations
1899	Madampitiya-Mattakkuliya ...	·50	14	20,031	40,662	379/97, 918/98, 909/99	Metalled
	Ambawella to Ambawella gap ...	5·12	16	110,282	24,382	375/96, 47/95	Not including compensation
	Padiapelella-Kabaragalla ...	4·89	14	73,840	15,100	136/98	Compensation to be paid ; metalled
	Annfield	3·50	14	67,067	19,162	223/99	do.
	Aningkanda-Hayes ...	5·50	10	89,626	16,295	137/98	Metalled foundation
	Lowlands estate ...	1·17	10	6,746	5,765	385/97	Metalled ; no foundation
	Habarana-Topawe ...	27·00	10	95,541	3,538	523/99, 140/98, 389/97, 374/96, 341/95, 3??/94, 426/93, 113/92, 108/91	Gravel (indifferent road)
	Passara to Madulsima ...	11·25	10	132,205	11,751	483/95, 27/92, 1128/94, 425/96	—
	Madulsima to Doomoo gap and Forest Hill	4·25	10	116,102	27,318	393/97, 141/98	—
	Forest Hill to Dunedin factory	3·25	10	87,000	26,768	382/95	—
	Bandarawela to Leangahawella...	8·00	10	157,600	19,700	707 & 799/99	—
	Koslanda-Pomagala ...	2·75	10	28,900	10,509	142/93	Metal foundation
	Glenella-Havilland road ..	3·50	10	80,000	22,859	396/97, 145/93, 283/99	Metal ; no foundation

Estimate No. 52 of 1889.—Under the Vote of Rs. 14,400 granted by the Supply Ordinance, No. 10 of 1888, for Bathford Valley Road Extension (Government moiety).

Estimate of the Expense necessary to be incurred for extending the Bathford Valley Road from Blinkbonny to Bon Accord Estate.

SPECIFICATION.

This estimates provides for the extension of the road from Blinkbonny towards Bon Accord boundary.
The road to be bottomed 12 ft. wide and metalled 10 ft. Side drainage to be formed.
The estimate includes the bridging of all streams with the necessary culverts, walling, &c.
Payments for lines, rent, and transport.

Quantities.	Items.	Rate.	Amount.	Total.
	1st Mile and Deviation.	Rs. c.	Rs. c.	Rs. c.
5,262·95	Cubes excavation in earth	0 80	4,210 36	
818·18	Cubes removing boulders	1 25	1,022 72	
61·36	Cubes removing rocks	4 0	245 44	
54	Lines side drains formed	6 0	324 0	
54	Lines road bottoming 12 ft. wide	15 0	810 0	
54	Lines metalling laid and consolidated 5 cubes per line ...	50 0	2,700 0	
—	Proportion for lines	—	250 0	
10	Culverts 2 ft. by 1 ft. 6 in.	80 0	800 0	
1	Culvert 5 ft. by 2½ ft.	—	400 0	
30	Cubes rubble retaining wall...	16 0	480 0	
			11,242 52	
	Contingencies ...	—	1,057 48	
				12,300 0
	2nd Mile.			
2,000	Cubes excavation and filling... ...	0 80	1,600 0	
400	Cubes removing boulders	1 25	500 0	
134	Cubes removing rock	4 0	536 0	
52·80	Lines side drains formed	6 0	316 80	
52·80	Lines road bottoming 12 ft. wide ...	15 0	792 0	
52·80	Lines metalling laid and consolidated at 5 cubes per line ...	50 0	2,640 0	
—	Proportion for lines	—	250 0	
4	Culverts 2 ft. by 1 ft. 6 in.	80 0	320 0	
3	Culverts 3 ft. by 2 ft.	160 0	480 0	
2	Culverts 5 ft. by 3 ft.	175 0	350 0	
1	Culvert 4 ft. by 3 ft.	—	250 0	
1	No. 20 foot bridge complete...	—	1,600 0	
1	No. 9 foot bridge complete	—	720 0	
20	Cubes retaining walling	16 0	320 0	
			10,674 80	
	Contingencies ...	—	825 20	
				11,500 0
	3rd Mile.			
1,200	Cubes excavation and filling...	0 80	960 0	
300	Cubes removing boulders	1 25	375 0	
99	Cubes removing rock	4 0	396 0	
19	Lines side drains formed	6 0	114 0	
19	Lines road bottoming 12 ft. wide	15 0	285 0	
19	Lines metalling laid and consolidated at 5 cubes per line ...	50 0	950 0	
—	Proportion for lines	—	80 0	
1	Culvert 2 ft. by 1 ft. 6 in.	—	80 0	
1	Culvert 3 ft. by 2 ft.	—	160 0	
1	Culvert 5 ft. by 2 ft.	—	300 0	
1	Culvert 2½ ft. by 2 ft.	—	100 0	
10	Cubes retaining walling	16 0	160 0	
			3,960 0	
	Contingencies ...	—	340 0	
				4,300 0
	Compensation and Assessors' fees ...	—	—	700 0
	Total ...	—	—	28,800 0

Provincial Engineer's Office,
Kandy, October 29, 1888.

F. VINE,
Provincial Engineer.

ROBERT MACBRIDE,
Director of Public Works.
Matara, 10-1-89.

Estimate No. 484 of 1893.

Estimate of the Expense necessary to be incurred for constructing a road from Spring Valley to Naula.

Specification.

This estimate provides for the construction of 7 miles and 30½ lines of a metalled road from Spring Valley to Naula.

The foundation of the road to be of quarried stones 12 in. width ; width of side long cutting in the solid to be 16 ft.; width of side long in double cutting 15 ft., allowing for a side drain 2 ft. wide at top, 1 ft. 3 in. deep, and 1 ft. wide at bottom, and a berm of 1 ft. between the edge of foundation and the edge of side drain.

The metal broken is to pass everywhere through a 2-in. metal ring, 4 cubes of metal to be spread and consolidated per line. Masonry in bridges to be first class masonry and in culverts to be second class dry rubble with stone stepping in ravines.

The work to be done as per plan of survey.

Estimate for 36 ft. Bridge.

	Rs.
30 cubes in excavation at Rs. 5	150
12 cubes concrete foundation at Rs. 35	420
35 cubes masonry in abutment at Rs. 40	1,400
50 cubes wingwalls at Rs. 30	1,500
6 cubes masonry in parapets at Rs. 50	300
2 cubes concrete roadway over bridge at Rs. 35	70
Preparing rock for foundation	250
Cost of ironwork	3,000
Transport	500
Scaffolding and tarring	200
	7,790

Quantities.	Items.	Rate.	Amount.	Total.
		Rs. c.	Rs. c.	Rs. c.
	1st Mile.			
4,600	Cubes cutting (inclusive of side drain)	1 12	5,152 0	
352	Cubes filling...	1 12	394 24	
110	Cubes retaining wall	16 0	1,760 0	
570	Cubes rock blasting	5 0	2,850 0	
140	Cubes boulders	2 50	350 0	
1	Bridge 36 ft. span masonry abutments and ironwork ...	—	7,790 0	
16	Culverts 3 ft. by 2 ft.	120 0	1,920 0	
5	Culverts 6 ft. by 3 ft.	200 0	1,000 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
—	Allow for removing and re-building a portion of a store ...	—	200 0	
—	Allow for stockading to prevent damaging two houses (see plan)	—	50 0	
—	Allow for lines	—	500 0	
—	Compensation	—	500 0	
				26,056 64
	2nd Mile.			
4,100	Cubes cutting (inclusive of side drain)	1 12	4,592 0	
110	Cubes filling	1 12	123 20	
45	Cubes retaining walls	16 0	720 0	
1,700	Cubes rock blasting	5 0	8,500 0	
130	Cubes boulders	2 50	325 0	
1	Bridge 16 ft. span masonry abutment and ironwork ...	—	2,426 0	
13	Culverts 3 ft. by 2 ft.	120 0	1,560 0	
7	Culverts 5 ft. by 2 ft.	180 0	1,260 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
—	Allow for lines	—	500 0	
—	Compensation	—	500 0	
				24,096 60
	3rd Mile.			
5,500	Cubes earth-cutting (inclusive of side drain) ...	1 12	6,160 0	
150	Cubes filling	1 12	168 0	
60	Cubes boulders	2 50	150 0	
600	Cubes quarry rock blasting	4 0	2,400 0	
900	Cubes rock blasting	5 0	4,500 0	
15	Culverts 3 ft. by 2 ft.	120 0	1,800 0	
3	Culverts 5 ft. by 2½ ft.	200 0	600 0	
4	Culverts 6 ft. by 3 ft.	300 0	1,200 0	
63	Cubes retaining walls	16 0	1,008 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
—	Allow for lines	—	500 0	
—	Compensation	—	500 0	
				22,576 40
	4th Mile.			
5,350	Cubes earth-cutting (inclusive of side drain) ...	1 12	5,992 0	
260	Cubes filling	1 12	291 20	
259	Cubes boulders	2 50	647 50	
400	Cubes rock blasting	5 0	2,000 0	
1	Bridge 10 ft. span masonry abutment and ironwork ...	—	1,200 0	
19	Culverts 3 ft. by 2 ft.	120 0	2,280 0	
2	Culverts 5 ft. by 2½ ft.	200 0	400 0	
2	Culverts 6 ft. by 2½ ft.	250 0	500 0	
93	Cubes retaining walls	16 0	1,488 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
—	Allow for lines	—	500 0	
—	Compensation	—	500 0	
				19,389 10
	Carried over ...	—	—	92,118 74

Quantities.	Items.	Rate.	Amount.	Total.
	5th Mile.	Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	92,118 74
6580	Cubes earth-cutting (inclusive of side drain) ...	1 12	7,369 60	
250	Cubes filling	1 12	280 0	
350	Cubes rock blasting	5 0	1,750 0	
50	Cubes boulders	2 50	125 0	
73	Cubes retaining wall	16 0	1,168 0	
2	Bridges 12 ft. span masonry abutments and ironwork ...	1,500 0	3,000 0	
15	Culverts, 3 ft. by 2 ft.	120 0	1,800 0	
3	Culverts, 5 ft. by 2½ ft.	200 0	600 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
	Allow for lines	—	500 0	
	Compensation	—	500 0	
				20,683 0
	6th Mile.			
4200	Cubes earth-cutting (inclusive of side drain) ...	1 12	4,704 0	
160	Cubes filling	1 12	179 20	
75	Cubes boulders	2 50	187 50	
340	Cubes rock blasting	5 0	1,700 0	
20	Cubes retaining walls	16 0	320 0	
1	Bridge 12 ft. span masonry abutments and ironwork ...	—	1,500 0	
14	Culverts, 3 ft. by 2 ft.	120 0	1,680 0	
2	Culverts, 2½ ft. by 5 ft.	200 0	400 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
	Allow for lines	—	500 0	
	Compensation	—	500 0	
				15,261 10
	7th Mile.			
4130	Cubes earth-cutting (inclusive of side drain) ...	1 12	4,625 60	
250	Cubes filling	1 12	280 0	
45	Cubes boulders	2 50	112 50	
880	Cubes rock blasting	5 0	4,400 0	
62	Cubes retaining walls	16 0	992 0	
1	Bridge 50 ft. span masonry abutments and ironwork ...	—	10,950 0	
22	Culverts, 3 ft. by 2 ft.	120 0	2,640 0	
3	Culverts, 5 ft. by 2½ ft.	200 0	600 0	
1	Culverts, 6 ft. by 2½ ft.	250 0	250 0	
52·80	Lines paving	20 0	1,056 0	
52·80	Lines metalling (4 cubes per line)	48 0	2,534 40	
	Allow for lines	—	500 0	
	Compensation.	—	500 0	
				29,440 50
	8th Mile.			
2150	Cubes earth-cutting (inclusive of side drain) ...	1 12	2,408 0	
80	Cubes boulders	2 50	200 0	
500	Cubes filling	1 12	560 0	
9	Culverts, 3 ft. by 2 ft.	120 0	1,080 0	
3	Culverts, 5 ft. by 2½ ft.	200 0	600 0	
30·50	Lines paving	20 0	610 0	
30·50	Lines metalling (4 cubes per line)	48 0	1,464 0	
—	Ironwork, Naula bridge	—	2,000 0	
7	Mile stones	10 0	70 0	
23	Fractional milestones	5 0	115 0	
—	Allow for lines	—	500 0	
—	Compensation	—	500 0	
				10,107 0
				167,610 34
	Contingencies ...	—	—	16,389 66
	Total ...	—	—	184,000 0

Badulla, December 17, 1892.

H. B. HARVEY,
Provincial Engineer.

R. K. MACBRIDE,
Director of Public Works.
5-1-93.

Estimate No. 380 of 1894.

Estimate of the Expense necessary to be incurred for constructing a Cart Road from Rangalla towards Nitre Cave.

SPECIFICATION.

This estimate provides for the construction of four miles of road from the present terminus of the Rangalla road towards the Nitre Cave.

The excavation to be 14 ft. in the solid, side drains 2 ft. wide, bottoming 10 ft. wide and 6 in. thick, metalling at the rate of 4 cubes per line laid to a width of 10 ft.; culverts to be 14 ft. wide and bridge 12 ft. roadway.

Compensation for land and drainage is only provided for on the first mile through Duckwari, as it is understood, and must be in writing before work is commenced, that all other land required will be given free of cost, and no compensation claimed for any damage done to land below the road during construction.

Quantities.	Items.	Rate.	Amount.	Total.
	1st Mile.	Rs. c.	Rs. c.	Rs. c.
963	Cubes excavation in earth	1 0	963 0	
1,343	Cubes earth and boulders	2 50	3,357 50	
318	Cubes rock	4 0	1,272 0	
52·80	Lines bottoming 10 ft. wide	18 0	950 40	
52·80	Lines metalling laid and consolidated four cubes per line ...	36 0	1,900 80	
52·80	Lines side drainage	10 0	528 0	
10	Culverts 2 ft. by 3 ft.	80 0	800 0	
2	Culverts 3 ft. by 3 ft.	100 0	200 0	
20	Cubes of retaining wall	15 0	300 0	
	20 ft. Span Bridge.			
7·50	Cubes of masonry	35 0	262 50	
4	Rolled beams 24 ft. long, delivered	60 0	240 0	
15	Buckled plates 4 ft. by 4 ft.	16 0	240 0	
60	Lineal feet hand rail	1 0	60 0	
60	Cubic feet of concrete at Rs. 60 per cube ...	—	36 0	
	Allow for erection	—	150 0	
	Compensation for 2 acres land and for damage by spoil on Duckwari	—	1,500 0	
			12,760 20	
	Contingencies ...	—	1,274 80	
				14,035 0
	2nd Mile.			
1,255	Cubes excavation in earth	1 0	1,255 0	
700	Cubes earth and boulders	2 50	1,750 0	
300	Cubes rock	4 0	1,200 0	
52·80	Lines bottoming 10 ft. wide...	18 0	950 40	
52·80	Lines metalling laid and consolidated four cubes per line ...	36 0	1,900 80	
52·80	Side drainage	10 0	528 0	
11	Culverts 2 ft. by 3 ft.	80 0	880 0	
1	Double culvert 3 ft. by 3 ft.	200 0	200 0	
			8,664 20	
	Contingencies ...	—	865 80	
				9,530
	3rd Mile.			
1,273	Cubes excavation in earth	1 0	1,273 0	
1,080	Cubes earth and boulders	2 50	2,700 0	
20	Cubes rock	4 0	80 0	
52·80	Lines bottoming 10 ft. wide	18 0	950 40	
52·80	Lines metalling laid and consolidated four cubes per line ...	36 0	1,900 80	
52·80	Side drainage	10 0	528 0	
11	Culverts 2 ft. by 3 ft.	80 0	880 0	
1	Double culvert 3 ft. by 3 ft.	150 0	150 0	
			8,462 20	
	Contingencies ...	—	844 80	
				9,307 0
	4th Mile.			
1,456	Cubes excavation in earth	1 0	1,456 0	
411	Cubes earth and boulders	2 50	1,027 50	
52·80	Lines bottoming 10 ft. wide...	18 0	950 40	
52·80	Lines metalling laid and consolidated four cubes per line ...	36 0	1,900 80	
52·80	Side drainage	10 0	528 0	
9	Culverts 2 ft. by 3 ft.	80 0	720 0	
2	Double culverts 3 ft. by 3 ft.	200 0	400 0	
			6,982 70	
	Contingencies ...	—	697 30	
				7,680 0
				40,552 0
	Lines, rents, &c.	—	—	1,500 0
	Upkeep during construction	—	—	300 0
	Total ...	—	—	42,352 0

Provincial Engineer's Office,
Kandy, September 26, 1892.

R. D. ORMSBY,
Provincial Engineer, C. P.
Sanctioned 17-7-94.

F. W. JOHNSON,
for Director of Public Works.
6-7-94.

Estimate No. 136 of 1898.—Under the Vote of Rs. 360·10 granted by the Supply Ordinance, No. 14 of 1897, for Road from Padiapelella to Kabaragala (Government moiety and the balance Rs. 916 by future Ordinance).

Estimate of the Expense necessary to be incurred for constructing a Metalled Road from Padiapelella to Kabaragala, Maturata District.

SPECIFICATION.

This estimate provides for constructing a metalled road 14 ft. wide from Padiapelella to Kabaragala in the Maturata District, in accordance with plans dated May 1, 1897.

The road to be cut 14 ft. wide in the solid, 16 ft. in double cuttings. Retaining walls, culverts, bridges, and iron railings as shown in the plans are provided for.

The road surface to have a foundation 12 ft. wide and a metalled surface 10 ft. wide. The same good quality of stone to be used for formation as for metal. The side drains to be neatly and properly cut 2 ft. by 1 ft. 3 in. and 1 ft. 6 in. deep. Masonry in bridges to be block in course in lime mortar, pointed in cement. Retaining walls and culverts to be dry stone rubble masonry.

Culverts to give 14 ft. roadway bridges, 14 ft. at abutments, and 12 ft. roadway.

		Rs. c.
	Bridge 30 ft. Span.	
6·50	Cubes earthwork, Re. 1·25	8 12
9·75	Cubes rock excavation, Rs. 5	48 75
7·84	Cubes cement concrete in foundations and roadway at Rs. 60 ...	470 40
45·00	Cubes stone masonry, Rs. 37·50	1,687 50
7·30	Squares painting ironwork, Rs. 4·50	32 85
	Ironwork (Factory Engineer's estimate)	2,087 0
	Transport 6½ per cent.	135 68
	Fixing ironwork	200 0
		4,670 0
	Bridge 10 ft. Span.	
10·00	Cubes earthwork at Re. 1·25	12 50
5·00	Cubes rock excavation, Rs. 5	25 0
3·50	Cubes cement concrete in foundations and roadway Rs. 60 ...	210 0
19·65	Cubes stone masonry, Rs. 37·75	741 78
2·10	Squares painting ironwork, Rs. 4·50	9 45
	Ironwork (Factory Engineer's estimate)	458 75
	Transport 6½ per cent.	29 81
	Fixing ironwork	50 0
		1,537 29

Quantities.	Items.	Rate. Rs. c.	Amount. Rs. c.	Total. Rs. c.
	1st Mile.			
15	Lines clearing jungle	8 0	120 0	
1,896	Cubes earthwork	1 25	2,370 0	
283	Cubes boulders	2 50	707 50	
642	Cubes rock blasting	5 0	3,210 0	
2	No. culverts 2 ft. by 2 ft.	100 0	200 0	
3	Do. 3 ft. by 2 ft.	125 0	375 0	
1	Do. 5 ft. by 2½ ft.	200 0	200 0	
1	Do. 6 ft. by 2 ft.	250 0	250 0	
1	No. bridge (10 ft. span) buckled plated on rolled beams...	1,537 29	1,537 29	
183	Cubes dry masonry in retaining walls	17 50	3,202 50	
52·70	Lines foundation for roadway	20 0	1,054 0	
264	Cubes metal...	10 0	2,640 0	
1,756	Lineal yards side drains	0 15	263 40	
1	No. milepost	15 0	15 0	
3	No. milepost (quarter mile)	5 0	15 0	
	Allow for lines and rent	—	250 0	
			16,409 69	
	Contingencies and transport ...	—	2,110 31	
				18,520 0
	2nd Mile.			
25	Lines clearing jungle	8 0	200 0	
,337	Cubes earthwork	1 25	2,921 25	
453	Cubes boulders	2 50	1,132 50	
240	Cubes rock blasting	5 0	1,200 0	
5	No. culverts 2 ft. by 2 ft.	100 0	500 0	
5	No. culverts 3 ft. by 2 ft.	125 0	625 0	
52·80	Lines foundation for roadway	20 0	1,056 0	
264	Cubes metal	10 0	2,640 0	
1,760	Lineal yards side drains	0 15	264 0	
1	Milepost	15 0	15 0	
3	Milepost (quarter mile)	5 0	15 0	
	Allow for lines and rent	—	250 0	
			10,818 75	
	Contingencies and transport ...	—	1,411 25	
				12,230 0
	Carried forward ...	—	—	30,750 0

Quantities.	Items.	Rate.	Amount.	Total.
	3rd Mile.	Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	30,750 0
30	Lines clearing jungle	8 0	240 0	
2,136	Cubes earthwork	1 25	2,670 0	
606	Cubes boulders	2 50	1,515 0	
142	Cubes rock blasting	5 0	710 0	
4	No. culverts 2 ft. by 2 ft.	100 0	400 0	
2	No. culverts 3 ft. by 2 ft.	125 0	250 0	
1	No. bridge (10 ft. span) buckled plated on rolled beams...	1,537 29	1,537 29	
51	Lines foundation for roadway	20 0	1,020 0	
264	Cubes metal	10 0	2,640 0	
1,700	Lineal yards side drains	0 15	255 0	
280	Lineal feet iron fencing with old rail uprights and gas piping	1 0	280 0	
1	No. milepost	15 0	15 0	
3	No. milepost (quarter mile)	5 0	15 0	
	Allow for lines and rent	—	250 0	
			11,797 29	
	Contingencies and transport ...	—	1,532 71	
				13,330 0
	4th Mile.			
11	Lines clearing jungle	8 0	88 0	
1,834	Cubes earthwork	1 25	2,292 50	
404	Cubes boulders	2 50	1,010 0	
662	Cubes rock blasting	5 0	3,310 0	
3	No. culverts 2 ft. by 2 ft.	100 0	300 0	
50·80	Lines foundation for roadway	20 0	1,016 0	
264	Cubes metal	10 0	2,640 0	
1,693	Lineal yards side drains	0 15	253 95	
200	Lineal feet iron fencing with old rail uprights and gas piping	1 0	200 0	
1	No. milepost	15 0	15 0	
3	No. milepost (quarter mile)	5 0	15 0	
	Allow for lines and rent	—	250 0	
			11,390 45	
	Contingencies and transport ...	—	1,479 55	
				12,870 0
	5th Mile (47 lines).			
10	Lines clearing jungle	8 0	80 0	
1,541	Cubes earthwork	1 25	1.926 25	
353	Cubes boulders	2 50	882 50	
267	Cubes rock blasting	5 0	1,335 0	
3	No. culverts 2 ft. by 2 ft.	100 0	300 0	
1	No. culverts 3 ft. by 2 ft.	125 0	125 0	
1	Bridge (30 ft. span) buckled plated on rolled beams ...	4,670 80	4,670 80	
46·70	Lines foundation for roadway	20 0	934 0	
235	Cubes metal	10 0	2,350 0	
1,556	Lineal yards side drains	0 15	233 40	
1	No. milepost	15 0	15 0	
3	No. milepost (quarter mile)	5 0	15 0	
	Allow for lines and rent	—	250 0	
			13,116 95	
	Contingencies and transport ...	—	1,698 5	
				14,815 0
				71,765 0
	Cost of survey	—	—	450 0
	Allow for advertisement, &c.	—	—	105 0
	Compensation	—	—	1,520 0
	Total ...	—	—	73,840 0

Provincial Engineer's Office,
Kandy, May 17, 1897.

W. POLE FLETCHER,
Provincial Engineer..

H. WARD,
for Director of Public Works.
29-6-97.

Sanctioned 15-2-98.

No. 2.—Statement of the Cost of Bridges constructed during the Years 1880 to 1900.

Year.	Description.	No. of Estimate.	Span.	No. of Span.	Width.	Cost of Ironworks.	Cost of Abutment and Roadway.	Total Cost.	Cost per Foot of Ironworks.	Cost per Foot of Total.	Remarks.
			Ft. in.		Ft. in.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	
1880	Giriulla bridge	484 of 81 & 205 of 80	113 0	3	14 0	32,100 0	24,552 0	56,652 0	94 68	164 22	Warren girder, iron and concrete
1884	Yatiyantota bridge	720 of 83	35 0	1	12 0	870 0	925 0	1,795 0	24 85	51 28	Rail piles, planking
	Salt pans	211 of 83	20 0	1	16 0	1,500 0	886 0	2,386 0	75 0	119 30	Buckle plates
	Budulla road, Central Province ...	212 of 83	35 0	1	12 0	2,050 0	4,966 0	7,016 0	58 57	200 45	do.
1885	Ratnapura road	268 of 85	41 0	—	12 0	2,005 0	673 0	2,678 0	48 90	65 31	Timber platform
	Do.	270 of 85	58 0	—	12 0	2,720 0	1,031 0	3,751 0	46 89	64 67	do.
1886	Yatiyantota road	281 of 86	88 0	—	—	3,918 0	1,082 0	5,000 0	44 40	56 81	Buckle plate platform
	Tiripane	592 of 86	18 0	1	15 0	Timber	812 50	1,119 0	—	62 16	Masonry foundation, timber platform
	Do.	593 of 86	12 0	1	15 0	do.	639 25	966 0	—	80 50	do.
1887	Negombo District	255 of 87	10 0	3	12 0	1,080 0	1,045 0	2,125 0	36 0	70 83	Buckle plate and concrete
	Kotadeniyawa	258 of 87	9 0	1	12 0	306 0	624 9	930 0	34 0	103 33	do.
	Horse bridge, Bilihul-oya ...	1,011 of 86	22 7	7	4 8	1,223 19	5,154 48	6,377 67	7 69	40 11	Timber on rails
	Horse bridge, Kurundu-oya ...	1,022 of 86	24 6	4	5 0	473 82	4,142 54	4,595 36	4 83	46 89	do.
	Kohelgama-oya	494 of 86	100 0	1	14 0	12,000 0	11,636 0	23,636 0	120 0	236 36	Planked platform
	Dikpitiya and Lemastota ...	329 of 87	28 0	1	12 0	400 0	4,653 0	5,053 0	14 28	180 46	do.
1888	Karawanella	278 of 86 & 727 of 88	60 0	5	12 6	26,705 50	49,710 56	76,416 6	89 1	254 72	Cement concrete, buckle plates
	Tebuwana	54 of 88	70 0	1	10 0	3,837 0	3,603 96	7,440 96	54 81	106 29	Cement concrete cylinders, planked roadway
	Maskeliya-ganga	277 of 87	144 0	1	9 3	10,000 0	10,000 0	20,000 0	69 44	138 88	Bow swing girders, cement concrete
	Dikwella bridge	858 & 931 / 87, 771 / 88, 400 / 95	100 0	1	14 0	11,500 0	27,551 0	39,051 0	115 0	390 51	Lattice girder bridge; abutments built in 1887
	Horse bridge, Eltota-oya ...	55 of 88	1 of 17, 1 of 40	2	4 0	1,220 0	1,469 0	2,689 0	21 40	47 17	Rail runners carried on rail pier, concrete
	Kalupadiya-oya horse bridge ...	56 of 88	1 of 9, 1 of 40	2	4 0	1,060 0	1,240 0	2,300 0	21 63	46 93	do.
1889	Nambapana	51 of 88	70 0	4 of 17′ 6″	12 0	4,900 0	5,090 0	9,990 0	70 0	141 71	Rail piles and planked roadway
	Beruwala	52 of 88	30 0	1	12 0	2,315 0	685 0	3,000 0	77 16	100 0	Rolled beams, rail piles, &c.
	Yatiyantota-Kitulgalla ...	109 of 89	17 6	1	16 0	822 50	2,157 95	2,980 45	44 14	170 31	Buckle plates, cement concrete
	Do.	109 of 89	20 0	1	—	1,057 50	2,689 65	3,747 15	52 87	187 35	do.
	Do.	109 of 89	26 6	1	16 0	1,325 0	1,658 40	2,983 40	50 0	112 58	do.
1889	Castlereigh bridge	104 of 1889	85 0	1	9 3	5,294 20	7,199 80	12,494 0	62 28	145 83	Timber platform
	Ambatale bridge	893 of 1889	80 0	1	12 0	3,000 0	5,000 0	8,000 0	37 50	100 0	Iron rail piles, buckle plates
1890	Toppu	615 of 90, 103 of 1889	—	—	—	—	—	—	—	—	—
	Digarolla bridge	967 of 90, 103 of 1890	30 0	20	12 0	35,652 0	16,640 0	52,292 0	59 42	87 15	Triple rail piles, long joist girders, and girders, buckle plates
	Tebuwana	511 of 1890	21 0	7	10 0	5,896 0	3,204 0	9,100 0	40 10	61 90	Triple rail piles and girders
	Hindagolla-Deltota road (2 bridges)	108 of 1890	11 6	2	15 0	900 0	1,360 0	2,260 0	34 78	98 26	Rail iron
	Kurundu-oya	109 of 1890	12 0	1	12 0	305 0	775 0	1,080 0	25 41	90 0	Cement concrete
	Mahethatilla-oya horse bridge ...	113 and 1,038 / 90	50 0	2	4 0	1,716 0	2,844 0	4,560 0	17 16	45 60	Rail runners carried on rail piers, cement concrete
	Avisawella road	116 of 1890	24 0	1	12 0	1,400 0	1,060 0	2,460 0	58 33	102 8	Cement concrete over buckle plates
	Do.	116 of 1890	22 0	1	12 0	1,300 0	870 0	2,170 0	59 9	98 63	do.

1890	Avisawella-Kitulgalla ...	117 of 1890	15 0	1	12 0	893 0	1,777 0	2,670 0	59 53	178 0	Cement concrete over buckle plates
	Do. ...	117 of 1890	25 0	1	12 0	1,450 0	2,250 0	3,700 0	58 0	148 0	do.
1891	Bolgoda lake ...	104 of 1890	32 0	10	—	13,648 80	12,351 20	26,000 0	42 65	81 25	Triple rail piles and girders, rolled joist and timber platform
	Kotugoda ...	391 of 1891	16 0	1	12 0	600 0	370 0	970 0	37 50	60 62	Buckle plate and concrete
	Do. ...	469 of 1891	12 0	1	12 0	400 0	187 0	587 0	33 33	48 91	do.
	Matale-Dambulla road ...	393 of 1891	15 0	1	12 0	600 0	1,297 0	1,897 0	40 0	126 46	do.
	Horse-bridge, Uma-oya ...	397 of 1891	84 0	1	4 0	2,100 0	2,859 0	4,959 0	25 0	59 3	—
	Knon-ganga ...	115 of 1890	150 0	1	12 0	20,800 0	23,721 0	44,521 0	138 66	296 80	Concrete
	Malwatta-oya ...	395 of 1891	36 0	1	12 0	2,460 0	3,294 0	5,754 0	68 33	159 83	Concrete platform
	Gurugoda-oya ...	1,222 of 1891	140 0	1	12 0	20,000 0	40,125 0	60,125 0	142 85	429 46	Timber platform approaches
1892	Kaluwamodara bridge ...	143 of 1892	30 0	4	14 0	5.218 0	3,280 0	8,498 0	43 48	70 81	Rail piles; timber planking
	Ruanwella-Attanagalla, 14th mile ...	722 of 1892	50 0	1	12 0	3,950 0	5,793 0	9,443 0	79 0	194 86	Steel decking
	Matale-Dambulla road ...	150 of 1892	10 0	1	14 0	360 0	1,858 0	2,218 0	36 0	221 80	do.
1893	Biyagama road ...	436 of 1894	20 0	1	12 0	500 0	1,473 0	1,973 0	25 0	98 65	Rolled beams and planking
	Toppu road, 26½ mile ...	437 of 1893	24 0	4	14 0	2,540 0	2,973 0	5,513 0	26 45	57 42	Rolled beams and buckle plates
	Giriulla road ...	438 of 1893	20 0	2	14 0	690 0	1,068 0	1,758 0	17 25	43 95	do.
	Dodangoda-ela ...	442 of 1893	21 0	3	10 0	1,860 0	2,155 0	4,015 0	29 52	63 73	Rail piles, rolled beams, and planks
	Panadure-Nambapana ...	444 of 1893	24 0	1	10 0	800 0	994 0	1,794 0	33 33	74 75	do.
	Udugama road, 7th mile ...	153 of 1892	18 0	2	14 0	634 0	2,365 0	2,999 0	17 61	83 30	do.
	Kepu-ela bridge ...	155 of 1892	32 0	3	12 0	5,480 0	9,854 0	15,334 0	57 8	159 72	Steel decking and rolled beams
	Tudawa bridge ...	447 of 1893	32 0	3	12 0	5,480 0	8,144 0	13,624 0	57 8	141 91	do.
	Naranmulla road ...	454 of 1893	18 0	1	12 0	71 0	825 0	896 0	3 88	49 77	Rail iron and wooden planks
1894	Avisawella road, 15th mile ...	434 of 1894	20 0	2	12 0	2,240 0	706 0	2 946 0	56 0	73 65	Rolled beams and buckle plates
	Mannigomuwa ...	439 of 1894	20 0	1	12 0	222 0	1,166 0	1,388 0	11 10	69 40	do. planking
	Avisawella road, 19th mile ...	435 of 1894	21 0	1	12 0	920 0	1,311 0	2,231 0	43 81	106 23	do. buckle plates
	Utumulla, 13¼ mile, Udugama ...	449 of 1893	20 0	2	12 0	940 0	6,437 0	7,377 0	23 50	184 42	do. timber planking
	Hakmana	443 of 1893	20 0	1	12 0	800 0	575 0	1,375 0	40 0	68 75	do. buckle plates
	Lunu-oya	453 of 1,893, 1,239 of 1894, 1,172 of 1895	30 0	5	12 0	7,575 0	14,642 0	22,217 0	50 50	148 11	do. buckle plates, rail piles
	Avisawella road, 39th mile ...	449 of 1894	16 0	1	12 0	880 0	125 0	1,005 0	55 0	62 81	do. iron flooring
	Do. 53rd mile ...	450 of 1894	12 0	1	12 0	640 0	390 0	1,030 0	53 33	85 83	do. do.
	Ratnapura-Pelmadulla, 65th mile ...	451 of 1894	35 0	1	12 0	2,667 0	571 0	3,238 0	76 20	92 51	Iron and concrete
1895	Deduru-oya	482 of 1893, 403 of 1895	60 0	9	14 0	57,580 0	97,810 0	155,390 0	106 62	287 76	do.
	Batulu-oya	401 of 1895	30 0	1	12 0	4,189 0	—	4,189 0	139 63	139 63	Buckle plate and concrete
	Rakwana-ganga	408 of 1895	30 0	3	12 0	2,440 0	7,767 0	10,207 0	27 11	113 41	Rolled beams and planking
	Dippitiya bridge	410 of 1895	27 0	1	13 0	950 0	3,350 0	4,300 0	35 18	159 26	Rolled beams and buckle plates
1896	Bentota to Horawila, 6th milepost ...	434 and 1,113 of 1896	30 0	1	12 0	2,819 0	131 0	2,950 0	93 96	98 33	Rail piles and buckle plates
1897	Puttalam-Chilaw road, 10¾ mile ...	457 of 1897	30 0	1	12 0	1,366 0	5,514 0	6,880 0	45 53	229 33	Rolled beams and buckle plates
	Hulandaoya-Wellawaya-Pottuvil road	449 of 1895	80 0	1	12 0	7,500 0	16,611 0	24,111 0	93 75	301 38	Iron and concrete platform
	Iron bridge 29th mile Kotadeniyawa road ...	443 of 1897	40 0	2 of 18 ft. 6 in.	14 6	3,155 0 0	Nil	3,155 0	78 8	78 87	Length of bridge 40 ft., iron rail, buckle plates
	Horse bridge, Kotu-ganga ...	449 of 1897	42 0	1	4 8	950 0	1,807 0	2,757 0	22 62	65 64	Timber platform
	Elhera road ...	450 of 1897	15 0	1	12 0	318 0	723 0	1,041 0	21 20	69 40	Timber and rolled joists
	Do. ...	do.	12 0	1	12 0	414 0	1,030 0	1,444 0	34 50	120 33	do.
	South Coast road ...	455 of 1897	30 0	2	12 0	1,600 0	420 0	2,020 0	26 66	33 66	Rolled beams and buckle plates
	Do. ...	do.	33 0	2	12 0	1,600 0	420 0	2,020 0	24 24	30 60	do.
	Do. ...	do.	19 0	1	12 0	550 0	1,070 0	1,620 0	56 32	85 26	do.
1898	Badulla-Batticaloa road, 77th mile ...	198 of 1898	16 0	1	14 0	900 0	463 0	1,363 0	56 25	85 18	Conversion
	Do. 80th mile ...	do.	16 0	1	14 0	900 0	463 0	1,363 0	56 25	85 18	do.
	Badulla-Batticaloa road, 80th mile (2 bridges)	do.	15 0	1	14 0	1,800 0	701 0	2,501 0	60 0	166 73 83 37	do.

No. 2.—Statement of the Cost of Bridges, &c.—*continued.*

Year.	Description.	No. of Estimate.	Span.	No. of Span.	Width.	Cost of Ironwork.	Cost of Abutments and Roadway.	Total Cost.	Cost per Foot of Ironwork.	Total Cost per Foot.	Remarks.
			Ft. in.		Ft. in.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	
	Dandugamuwa	456 of 1897	30 0	2	12 0	2,005 0	9,830 0	11,835 0	33 41	197 25	Rail piles
	Badullaoya-Taldena ...	644 of 1897	80 0	2	12 0	15,000 0	37,538 0	52,638 0	93 75	328 98	Ironwork, as per Factory estimate
	Verugal-ar	1,215 of 1897	50 0	1	12 0	5,520 0	15,180 0	20,700 0	110 40	414 0	Approaches
	Petian-ar	204 of 1898	40 0	1	10 0	3,500 0	20,500 0	24,000 0	87 50	600 0	do.
	Kumbalwala-Namanakuli road ...	203 of 1898	8 0	1	10 0	290 0	710 0	1,000 0	36 25	125 0	Cement concrete platform
	Haldummulla	205 of 1898	17 0	1	12 0	526 0	2,125 0	2,650 0	30 94	155 88	Iron buckle plates, concrete T iron standards joists
	Kirinde-oya	850 of 1898	80 0	3	10 0	21,000 0	7.350 0	94,500 0	87 50	393 75	Heavy approaches
	Badullaoya-Demodara horse bridge...	520 of 1899	45 0	3	6 0	5,850 0	10,876 0	16,726 0	43 33	123 89	Corrugated iron, concrete platform. cement concrete foundations, &c.
	Ratnapura-Nambapana road ...	980 of 1898	15 0	1	10 0	1,050 0	2,827 0	3,877 0	70 0	258 46	Rolled joists, M.I., corrugated floor plates, concrete foundation and platform
1899	Urugodawatta bridge ...	191 of 1898	30 0	1	12 0	2,300 0	7,836 0	10,136 0	76 66	337 86	Bad foundation
	Grandpass-Avisawella (3 bridges) ...	656 of 1899	10 0	1	12 0	1,650 0	1,358 0	3,008 0	135 80	300 80	Rolled joists, buckle plate, cement concrete
	Labugama road, Hanwella ...	153 of 1898	90 0	1	10 0	9,900 0	8,654 0	18,514 0	96 15	206 15	Concrete cylinders, abutments
	Do. Kahahena ...	do.	40 0	1	10 0	2,750 0	5,426 0	8,176 0	68 75	204 40	do.
	Do. 1st mile ...	915 of 1899	25 0	4	11 4	5,000 0	9,102 0	14,102 0	50 0	141 2	Circular steel piles
	Do. 6½ miles ...	do.	120 0	1	10 0	14,950 0	19,460 0	34,410 0	124 58	268 75	Concrete cylinders, abutments
	Do. 4⅛ miles ...	968 of 1899	25 0	1	11 4	1,250 0	3,723 0	4,973 0	50 0	198 92	Brick abutments
	Do. 1st mile ...	446 of 1897	10 0	3	12 0	5,100 0	902 0	6,002 0	170 0	200 6	Rail piles (includes)
	Do. 1st mile ...	445 of 1897	10 0	3	12 0	5,100 0	920 0	6,020 0	170 0	200 66	do.
	Belligamuwa-Mirisgonioya-Dambullaoya	448 of 1897	104 0	1	10 0	11,960 0	22,587 0	34,547 0	115 50	332 0	Approaches
	Kotukachchai bridge ...	201 of 1895	60 0	1	10 0	5,000 0	6,735 0	11,735 0	83 33	195 58	Costly approaches and water
	Ritigaha-oya bridge ...	69 of 1899 and 461, of 1897	120 0	1	12 0	20,000 0	47,400 0	67,400 0	166 66	561 66	do.

No. 3.—Statement showing Cost of Road Metal, Gravel, Earthwork, and Rock Cutting per Cube in each District of the several Provinces for the Years 1885, 1890, 1895, and 1900.

Province and District.	1885.				1890.				1895.				1900.			
	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province.																
Colombo District* ...	—	—	—	—	7 0	1 88	1 25	5 0	7 50	2 50	1 25	5 0	8 0	2 0	1 25	5 0
Negombo District ...	8 0	2 44	1 50	4 0 to 7 50	7 25	2 26	1 50	4 0 to 7 50	10 54	2 22	1 25	4 0 to 7 50	9 61	2 8	1 0	4 0 to 7 50
Kalutara District ...	—	—	—	—	6 75	2 25	1 12	4 50	6 75	2 25	1 12	4 50	7 0	3 0	1 25	5 0
Central Province.†																
Kandy District ...	6 50	2 25	1 0 to 1 25	4 0 to 5 0	6 50	2 50	1 0 to 1 25	4 0 to 5 0	6 50	3 50	1 0 to 1 25	4 0 to 5 0	7 30 to 8 5	3 50	1 0 to 1 25	4 0 to 5 0
Katugastota District	7 0	1 87	1 0 to 1 25	4 0	6 50	1 95	1 0 to 1 25	4 0	6 50	2.75	1 0 to 1 25	4 0	7 50 to 8 50	4 0	1 0 to 1 25	4 0
Matale District ...	7 0	1 87	1 0 to 1 50	4 0	6 50	2 0	1 0 to 1 25	4 0	6 50 to 7 50	2 0	1 0 to 1 25	4 0	7 32 to 8 32	2 50	1 0 to 1 25	4 0
Pussellawa District	7 0	Nil	1 0 to 1 25	4 0	6 50 to 7 0	Nil	1 0 to 1 25	4 0	6 50 to 7 10	Nil	1 0 1 25	4 0	7 50 to 8 50	3 50	1 0 to 1 25	4 0
Nuwara Eliya District	7 0	4 12	1 25	4 0 to 5 0	6 50	3 50	1 25	4 0 to 5 0	6 50	3 75	1 25	4 0 to 5 0	6 50 to 6 80	3 75	1 25	4 0 to 5 0
Dimbula District ...	7 0	Nil	1 0 to 1 25	4 0 to 5 0	6 50	Nil	1 0 to 1 25	4 0 to 5 0	6 50	Nil	1 0 to 1 25	4 0 to 5 0	7 25	3 50	1 0 to 1 25	4 0 to 5 0
Dikoya District ...	7 0	Nil	1 0 to 1 25	4 0 to 5 0	6 50	Nil	1 0	4 0	7 0	Nil	1 0	4 0	7 25	Nil	1 0	4 0
Northern Province.																
Jaffna District ...	2 50	Nil	0 50	Nil	2 57	Nil	0 50	Nil	2 57	Nil	0 50	Nil	2 57	Nil	0 50	Nil
Pallai District ...	7 34	3 0	1 0	Nil	5 24	2 50	1 0	Nil	5 58	Nil	1 0	Nil	6 27	Nil	1 0	Nil
Vavuniya District	Nil	3 4	1 0 to 1 50	Nil	9 0	2 12	1 0 to 1 50	6 50	8 66	2 50	1 0 to 1 50	Nil	9 75	2 37	1 0 to 1 50	6 50
Mullaittivu District	Nil	2 50	Nil	Nil	11 0	2 50	Nil	Nil	12 0	2 50	0 80	Nil	12 50	3 70	0 90	Nil
Mannar District ...	Nil	Nil	1 0	Nil	Nil	2 75	1 2	Nil	13 0	3 31	0 84	Nil	13 50	3 75	1 26	Nil
Southern Province.																
Galle District ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Matara District ...	7 0	2 0	1 0	3 12	7 0	2 50	1 0	—	6 85	2 50	1 0	—	7 12	3 0	1 0	4 0
Hambantota District	—	3 0	1 25	4 0	7 50	3 0	1 25	4 0	8 50	3 0	1 25	4 0	8 0	3 0	1 25	4 0

* No District in 1885.

† Estimates, 1885, missing; rates quoted for 1886.

N.B.—For blanks no data.

No. 3.—Statement showing Cost of Road Metal, Gravel, Earthwork, and Rock Cutting per Cube in each District of the several Provinces for the Years 1885, 1890, 1895, and 1900—*contd.*

Province and District.	1885.				1890.				1895.				1900.			
	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal per Cube,	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.	Road Metal, per Cube.	Gravel, per Cube.	Earthwork, per Cube.	Rock Cutting, per Cube.
Eastern Province.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs .c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Batticaloa District ...	7 88	3 8	1 0	—	7 25	3 85	1 0	5 0	8 62	5 45	1 0	5 0	8 25	4 16	1 0	—
Kalmunai District* ...	—	3 56	1 0	—	7 0	4 0	1 0	—	9 53	3 83	1 0	—	9 44	3 2	1 0	—
Trincomalee District* ...	—	2 0	1 50	10 0	7 0	3 0	1 2	—	7 84	2 82	1 0	4 0	9 0	3 39	1 0	4 0
North-Western Province.																
Kurunegala District ...	7 0	2 0	1 0	—	6 50	2 0	1 25	—	6 50	2 0	1 0	—	6 50	2 0	1 0 to 1 25	—
Puttalam District ...	—	—	—	—	8 50	5 0	1 0	—	8 90	4 43	1 0	—	9 93	5 10	1 0	—
Chilaw District	—	—	—	—	—	3 25	0 75	—	9 75	2 93	1 0	—	10 28	3 82	1 0	—
Dandugama District ...	—	—	—	—	—	2 20	1 0	5 0	6 62	2 0	1 0	—	7 50	2 0	1 25	5 0
North-Central Province.																
Anuradhapura District ...	7 0	1 60	1 0	7 0	7 0	1 60	1 0	5 0	7 25	2 0	1 0	4 0	7 25	1 75	1 10	5 50
Mihintale District ...	7 0	1 75	1 0	7 0	7 0	1 75	1 0	7 0	7 0	1 75	1 12	7 0	7 25	1 75	1 12	7 0
Maradankadawela ...	6 50	1 90	1 0	4 0	6 50	1 90	1 0	4 0	7 0	1 90	1 0	4 0	7 25	1 90	1 0	4 0
Province of Uva.																
Badulla District	6 80	1 50	1 25	5 50	6 70	1 50	1 0	4 0	6 50	2 0	1 0	4 0	7 0	2 0	1 0	4 25
Passara District‡	—	—	—	—	—	—	—	—	6 70	—	1 25	4 0	7 0	2 50	1 25	4 0
Koslanda	6 70	2 50	1 0	4 0	6 70	3 0	1 0	4 0	7 0	4 0	1 0	4 0	7 0	3 50	1 0	4 0
Province of Sabaragamuwa.																
Ratnapura District ...	6 50	1 50	1 25	5 0	6 70	1 50	1 25	5 0	6 70	2 25	1 25	5 0	8 0	3 0	1 50	6 0
Avisawella District ...	6 50	3 0	1 50	5 0	6 50	3 0	1 50	5 0	7 0	2 0	1 50	5 0	7 0	2 0	1 50	5 0
Kegalla District	—	—	—	—	7 0	—	1 0	—	7 0	—	0 75 to 1 50	4 0	7 0	5 50	0·64 to 1 0	—

* No metal road.

§ Office established in 1892.

N.B.—For blanks no data.

No. 4.—*Statement showing Cost of Labour in each District of the several Provinces for the Years 1885, 1890, 1895, and 1900.*

Province and District.	1885.					1890.					1895.					1900.				
	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies per Day.	Coolies, per Day.	Carts, per Day.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province.																				
Colombo District	2 50	1 50	0 75	0 38	1 50	2 50	1 0	0 75	0 34	1 25	2 50	1 0	0 75	0 34	1 25	2 50	1 25	0 75	0 38	1 50
Negombo District	2 50	1 50	0 75	0 38	1 0	2 50	2 0	0 75	0 38	1 50	2 50	2 50	0 75	0 38	1 50	2 50	2 50	0 75	0 40	2 0
Kalutara District	2 00	1 50	0 75	0 38	1 50	2 50	2 50	0 75	0 38	1 50	2 50	2 50	0 75	0 42	2 0	2 50	2 50	0 75	0 42 to 0 50	2 0
Central Province.																				
Kandy District	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 25
Katugastota District ...	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 25
Matale District	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 25
Pussellawa District	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 25	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 42	1 25	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 25
Nuwara Eliya District ...	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 42	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 50	1 50	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 50
Dimbula District	—	—	—	—	—	—	—	—	—	—	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 50	1 50	1 0 to 2 50	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 50
Dikoya District	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 38	1 50	1 0 to 2 50	0 60 to 1 50	0 50 to 1 0	0 25 to 0 42	1 50	1 0 to 3 0	0 60 to 2 50	0 50 to 1 0	0 25 to 0 50	1 50
Northern Province.																				
Jaffna District	2 0	0 75	—	0 20	0 75	2 0	0 75	—	0 20	0 75	2 50	1 0	—	0 25	1 0	2 0	1 12	—	0 25	1 0
Pallai District	2 0	1 25	—	0 36	1 25	2 0	1 25	—	0 36	1 25	1 75	1 25	—	0 42	1 50	1 75	1 25	—	0 42	1 50
Vavuniya District	2 50	1 50	—	0 42	1 50	2 50	1 50	—	0 42	1 50	2 50	1 50	—	0 42	1 50	1 75	1 25	—	0 42	1 50
Mullaittivu District	—	—	—	—	—	—	—	—	—	—	1 0	1 0	—	0 42	1 50	1 0	1 25	—	0 42	1 50
Mannar District	—	—	—	—	—	2 0	1 25	—	0 36	1 25	2 50	1 50	—	0 42	1 50	—	1 25	—	0 42	1 50
Southern Province.																				
Galle District	—	—	—	—	—	1 50	1 25	—	0 38	1 0	2 50	1 25 to 1 50	—	0 38	1 0 to 1 25	2 50	1 25	1 0	0 40	1 0 to 1 25
Matara District	—	—	—	—	—	1 50	1 25	—	0 38	1 0	2 50	1 25	—	0 38	1 0	2 50	1 25 to 2 0	1 0	0 40	1 0 to 1 50
Hambantota District... ...	—	—	—	—	—	1 50	1 25	—	0 38	1 0	2 50	1 25	—	0 38	1 25	2 50	1 25	1 0	0 50	2 0

No. 4.—Statement showing Cost of Labour in each District of the several Provinces for the Years 1885, 1890, 1895, and 1900—*contd.*

Province and District.	1885.					1890.					1895.					1900.				
	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.	Overseers, per Day.	Artificers, per Day.	Sub-Overseers or Kanganies, per Day.	Coolies, per Day.	Carts, per Day.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Eastern Province.																				
Batticaloa District	2 50	1 75	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	1 0	0 38	2 0
Kalmunai District	2 50	1 75	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	1 0	0 38	2 0
Trincomalee District ...	2 50	1 75	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	—	0 38	1 50	2 50	2 50	1 0	0 38	2 0
North-Western Province.																				
Kurunegala District ...	1 50	1 0	0 75	0 34	1 50	1 50	1 0	0 75	0 37	1 50	1 50	1 25	0 75 to 1 0	0 45	1 50	1 50	1 50	0 75 to 1 0	0 50	1 50
Puttalam District	2 50	2 50	1 0	0 32	1 0	2 50	2 50	1 0	0 32	1 0	2 50	2 50	1 0	0 32	1 0	2 50	2 50	1 0	0 32	1 0
Chilaw District	2 50	2 50	0 75 to 1 0	0 38	1 0	2 50	2 50	0 75 to 1 0	0 38	1 25	2 50	2 50	0 75 to 1 0	0 38	1 25	2 50	2 50	0 75 to 1 0	0 50	1 50
Dandugama District	—	—	—	—	—	1 50	1 50	0 75 to 1 0	0 50	1 50	2 50	1 50	0 75 to 1 0	0 50	1 50	2 50	2 50	0 75 to 1 0	0 50	1 50
North-Central Province.																				
Anuradhapura District ...	2 50	2 0	0 75	0 38	1 0	2 50	2 50	0 75	0 38	1 25	2 50	2 50	0 75	0 40	1 25	2 50	2 50	0 75 to 1 0	0 50	1 25
Mihintale District	2 0	2 50	0 75	0 40	1 25	2 0	2 50	0 75	0 40	1 25	2 0	2 50	0 75	0 40	1 25	2 50	2 50	0 75 to 1 0	0 50	1 50
Maradankadawala District ...	2 50	2 50	0 75 to 1 0	0 38	1 25	2 50	2 50	0 75 to 1 0	0 38	1 25	2 0	2 0	0 75 to 1 0	0 40	1 25	2 50	2 0	0 75 to 1 0	0 50	1 50
Province of Uva.																				
Badulla District	—	—	—	—	—	1 0 to 2 0	0 75 to 1 25	—	0 25 to 0 36	1 25	1 75 to 2 0	0 75 to 1 25	—	0 25 to 0 40	1 25	1 25 to 2 50	0 75 to 1 50	—	0 25 to 0 50	1 50
Passara District	—	—	—	—	—	—	—	—	—	—	1 0 to 2 50	0 62 to 2 50	—	0 32 to 0 50	1 25 to 1 50	1 0 to 2 50	0 62 to 2 50	—	0 36 to 0 50	1 25 to 1 50
Koslanda District	—	—	—	—	—	1 0 to 2 50	1 0 to 2 0	—	0 38 to 0 50	1 25 to 1 50	1 0 to 2 50	1 0 to 1 75	—	0 38 to 0 50	1 25 to 1 50	1 0 to 2 50	1 0 to 1 75	—	0 38 to 0 50	1 25 to 1 50
Province of Sabaragamuwa..																				
Ratnapura District	2 50	1 50	—	0 38	1 25	2 50	1 50	—	0 38	1 25	2 50	1 75	—	0 50	1 25	2 50	2 0	—	0 62	1 50
Avisawella District	2 50	2 50	1 0	0 50	—	2 50	2 50	1 0	0 50	—	2 50	2 50	1 50	0 50	—	2 50	2 50	1 50	0 50	—
Kegalla District	—	—	—	—	—	—	—	—	—	—	1 50 to 2 50	1 0 to 1 50	—	0 30 to 0 50	—	1 50 to 2 50	1 0 to 1 50	—	0 38 to 0 50	—

No. 4—*continued.*

Items.	Western Province.												Central Province.						
	1885.			1890.			1895.			1900.			1885.						
	Colombo.	Negombo.	Kalutara.	Colombo.	Negombo.	Kalutara.	Colombo.	Negombo.	Kalutara.	Colombo.	Negombo.	Kalutara.	Kandy.	Katugastota.	Matale.	Pussellawa.	Dimbula.	Dikoya.	Nuwara Eliya.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	—	7 50	—	9 0	8 48	10 0	9 0	10 0	10 0	11 85	11 0	13 0	9 49	25 0	12 0	—	25 0	25 0	30 0
Brickwork in cement mortar, per cube	—	—	—	55 23	—	60 0	54 95	61 42	—	68 74	65 92	62 0	60 0	95 0	50 0 to 62 0	—	95 6	109 45	75 0
Brickwork in lime mortar, per cube	—	25 0	—	27 8	27 0	30 0	28 27	33 70	—	32 44	34 80	35 0	30 0	53 0	26 0	—	54 42	48 0	68 60
Cabook in lime mortar, per cube	—	—	—	17 0	14 0	17 0	17 91	18 96	17 0	24 9	24 0	17 0	—	—	—	—	—	—	—
Rubble walling dry, per cube	—	—	—	16 84	—	—	16 84	18 94	12 0	24 44	18 94	16 84	13 0	14 46	19 0	—	16 83	15 0	18 0
Rough dressed walling dry, per cube	—	—	—	16 84	—	22 0	18 0	28 0	26 0	24 44	28 0	26 0	17 0	—	—	—	—	24 0	—
Rubble walling in cement mortar, per cube ...	—	—	—	—	—	53 0	—	41 0	55 0	—	45 0	55 0	42 0	—	—	—	—	—	—
Rough dressed walling in cement mortar, per cube ...	—	—	—	—	—	63 0	—	52 0	65 0	—	56 0	65 0	47 0	—	65 0	—	—	56 0	—
Rubble walling in lime mortar, per cube	—	—	—	21 44	20 0	21 76	21 44	24 2	21 76	27 26	26 75	21 76	21 0	25 11	21 0	—	31 12	25 41	34 48
Rough dressed walling in lime mortar, per cube	—	—	—	40 0	—	35 0	40 0	35 0	35 0	40 0	38 0	35 0	27 0	—	35 0 to 50 0	—	35 0	—	35 0
Hand-packed pitching in foundations to roads, stating average thickness per square	—	—	—	3 8*	—	3 50	3 8	4 0	4 0	3 16	4 0	4 0	1 50	1 50	1 58	—	1 62	1 60	—
Transporting metal per mile, per cube ...	—	—	—	1 40	—	1 50	1 40	0 50	1 75	1 38	0 75	1 75	1 50	1 50	1 50	1 50	—	1 50	1 58
Spreading metal 4 inches thick, per cube ...	—	—	—	2 0	—	1 20	2 0	} 2 70	{ 1 20	2 0	} 3 0	} 1 20	1 10	1 10	} 3 72	—	—	} 1 10	1 10
Consolidating metal 4 inches thick, per cube ...	—	—	—	1 0	—	1 50	1 0		{ 1 50	1 0		{ 1 80	—	1 90			—	{ 1 90	1 60
Cement concrete, stating proportions of aggregate per cube	—	—	—	57 12	55 0	60 0	57 12	64 34	60 0	66 78	71 80	60 0	54 0	—	58 0	—	—	60 0	—
Cement, Sand, Stone	—	—	—	*1, 2, 6*	*1, 2, 5*	*1, 2, 5*	*1, 2, 6*	*1, 2, 5*	*1, 2, 5*	*1, 2, 6*	*1, 2, 5*	*1, 2, 5*	*1, 3, 5*	—	*1, 3, 5,*	—	—	*1, 3, 5*	—
Lime concrete, stating proportions of aggregate per cube	—	—	—	19 36	—	—	19 36	14 0	—	20 64	17 0	21 75	24 0	—	16 72	—	—	28 47	17 78
Lime, Sand, Stone	—	—	—	*1, 2, 5*	—	—	*1, 2, 5*	*1, 2, 5*	—	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 3, 5*	—	*1, 3, 5,*	—	—	*1, 3, 5*	*1, 3, 5*
Timber most generally used in building, per cubic foot ...	—	1 75	—	2 0	1 87	1 50	2 0	1 89	1 50	2 45	2 10	2 50	1 50 to 3 0	1 75	1 50	—	2 40	2 50	1 50
Half-round tiles (locally made), per 1,000	—	7 0	—	9 0	8 0	8 0	9 0	9 0	10 0	17 0	10 0	10 0	10 0	25 0	10 0	—	20 0	23 0	—

* Western Province not stated.

No. 4—*continued.*

CENTRAL PROVINCE—*contd.*

Items.	1890.							1895.							1900.						
	Kandy.	Katugastota.	Matale.	Pussellawa.	Dimbula.	Dikoya.	Nuwara Eliya.	Kandy.	Katugastota.	Matale.	Pussellawa.	Dimbula.	Dikoya.	Nuwara Eliya.	Kandy.	Katugastota.	Matale.	Pussellawa.	Dimbula.	Dikoya.	Nuwara Eliya.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks per 1,000	10 0	10 0	12 0	—	—	—	—	12 0	—	10 0	12 0	25 0	25 0	21 0	12 0	16 0	15 0	12 0	20 0	30 0	20 0 to 22 0
Brickwork in cement mortar, per cube ...	60 0	58 29	67 0	—	—	—	—	60 0	58 57	58 89	—	74 0	80 0	74 0	67 85	68 93	69 60	64 40	80 89	89 95	80 25
Brickwork in lime mortar, per cube	30 0	34 50	33 75	—	—	—	45 50	32 0	32 83	31 19	40 0	45 0	48 63	52 0	35 11	41 39	37 25	38 48	47 92	61 65	53 50
Cabook in lime mortar, per cube	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rubble walling dry, per cube	14 0	18 15	19 19	—	—	—	18 0	16 0	18 0	19 47	20 0	17 15	11 80	19 70	16 0	17 26	20 50	20 0	20 98	13 28	20 20
Rough dressed walling dry, per cube	18 0	—	—	—	—	—	—	20 0	—	—	—	24 0	18 0	—	20 0	—	—	—	24 0	18 0	24 50
Rubble walling in cement mortar, per cube ...	44 0	—	—	—	—	—	—	46 0	—	—	—	—	—	—	48 0	—	—	60 0	—	—	60 0
Rough dressed walling in cement mortar, per cube ...	49 0	—	65 0	—	—	—	—	50 0	—	—	—	—	60 0	—	52 0	60 0	65 0	—	—	65 0	65 0
Rubble walling in lime mortar, per cube ...	30 0	21 81	25 0	—	—	—	35 0	25 0	16 97	21 56	—	31 17	35 0 to 50 0	30 0	25 0	23 5	25 0	—	22 32	35 0 to 50 0	30 80
Rough dressed walling in lime mortar, per cube ...	28 0	—	35 0 to 50 0	—	35 0	—	38 0	30 0	—	35 0 to 45 0	30 0 to 40 0	35 0	—	40 50	30 0 to 50 0	35 0 to 50 0	35 0 to 45 0	30 0 to 40 0	35 0	35 0 to 50 0	42 0
Hand-packed pitching in foundations to roads, stating average thickness per square	1 50*	1 50	1 59	—	1 62	1 60	—	1 70	1 75	1 60	—	1 59	1 60	—	1 70	1 75	1 81	2 0	1 59	1 60	2 0 to 4 0
Transporting metal, per mile per cube... ...	1 48	1 53	1 58	1 58	—	1 52	1 58	1 48	1 53	1 58	1 58	1 58	1 52	1 58	1 48	1 55	1 58	1 58	1 60	1 40	1 58
Spreading metal, 4 inches thick, per cube ...	1 10	1 10	3 72	—	—	1 10	1 10	1 30	1 30	3 36	1 30	1 10	1 10	1 10	1 30	1 30	3 0	1 30	1 10	1 10	1 10
Consolidating metal, 4 inches thick per cube ...	1 60	1 90		—	—	1 90	1 70	1 80	1 80		1 70	2 0	1 90	1 90	1 70	1 80		1 80	2 0	1 90	1 90
Cement concrete, stating proportions of aggregate per cube	56 0	49 0	60 62	—	—	—	—	54 0	44 39	54 41	—	60 10	57 88	—	60 15	50 89	54 52	60 0	56 7	63 75	56 0
Cement, Sand, Stone	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	—	—	—	—	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	—	*1, 3, 5*	*1, 3, 5*	—	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*
Lime concrete, stating proportions of aggregate per cube	33 0	13 30	18 45	—	—	—	—	22 33	25 10	16 81	—	32 46	20 0	27 40	22 53	22 0	17 44	17 0	21 72	26 11	27 50
Lime, Sand, Stone	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	—	—	—	—	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	—	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*	*1, 3, 5*
Timber most generally used in building, per cubic foot	1 50 to 4 0	1 50	1 50	—	2 45	—	2 0	2 0 to 5 0	1 50	1 60	1 50	2 50	2 0	2 43	2 0 to 5 0	2 20	2 62	2 10 to 2 19	2 50 to 3 50	2 80 to 3 50	2 30 to 3 0
Half-round tiles (locally made), per 1,000 ...	10 10	13 0	10 0	—	—	—	—	14 0	20 0	10 0	10 0 to 15 0	25 0	25 0	—	14 0	15 0	15 0	10 0 to 15 0	20 0	25 0	—

* Central Province, average thickness 6 in. to 9 in. per square.

No. 4—*continued.*

Items.	Northern Province.																								
	1885.					1890.					1895.					1900.									
	Jaffna.	Pallai.	Vavuniya.	Mullaittivu.	Mannar.	Jaffna.	Pallai	Vavuniya.	Mullaittivu.	Mannar.	Jaffna.	Pallai.	Vavuniya.	Mullaittivu.	Mannar.	Jaffna.	Pallai.	Vavuniya.	Mullaittivu.	Mannar.					
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.					
Bricks, per 1,000	—	—	—	—	—	6 0	10 0	12 0	Formed part of Vavuniya till April, 1896	14 0	6 0	10 0	12 0	—	12 0	7 0	10 0	11 0	12 0	12 0					
Brickwork in cement mortar, per cube	—	—	—	—	—	47 87	62 0	75 41		71 47	45 0	57 21	57 46	—	56 98	53 39	62 83	64 0	63 16	68 45					
Brickwork in lime mortar, per cube	—	—	—	—	—	16 89	23 0	30 30		32 23	16 89	25 74	32 78	—	29 67	16 64	25 74	32 0	32 50	30 50					
Cabook in lime mortar, per cube	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Rubble walling dry, per cube...	—	—	—	—	—	—	17 76	21 42		—	—	19 21	25 36	—	—	—	19 21	25 0	25 0	—					
Rough dressed walling dry, per cube	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Rubble walling in cement mortar, per cube	—	—	—	—	—	52 9	62 76	73 60		68 10	57 13	51 95	57 76	—	53 67	60 87	58 52	63 84	64 0	60 40					
Rough dressed walling in cement mortar, per cube ...	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Rubble walling in lime mortar, per cube	—	—	—	—	—	18 69	18 80	27 36		26 60	17 87	20 76	32 0	—	25 67	18 79	20 76	32 0	32 0	26 0					
Rough dressed walling in lime mortar, per cube ...	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Hand-packed pitching in foundations to roads, stating average thickness per square	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Transporting metal, per mile per cube	—	—	—	—	—	0 60	0 60	0 60		—	0 60	0 60	0 60	—	0 87	0 60	0 60	0 60	1 0	0 87					
Spreading metal, 4 inches thick, per cube	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Consolidating metal, 4 inches thick, per cube... ...	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—	—	—	—					
Cement concrete, stating proportions of aggregate per cube ...	—	—	—	—	—	37 7	46 20	57 93		59 33	42 39	38 36	42 55	—	50 6	46 26	50 38	51 27	50 0	55 13					
Cement, Sand, Stone	—	—	—	—	—	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*		*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	—	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*					
Lime concrete, stating proportions of aggregate per cube ...	—	—	—	—	—	6 2	6 96	15 79		14 30	7 70	17 0	19 88	—	16 78	9 37	12 88	20 0	20 0	17 12					
Lime, Sand, Stone	—	—	—	—	—	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*		*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*	—	*3, 4, 16*	*3, 4, 1*	*6, 4, 16*	*3, 4, 16*	*3, 4, 16*	*3, 4, 16*					
Timber most generally used in building, per cubic foot ...	—	—	—	—	—	2 25	2 0	1 90		2 50	2 25	2 0	1 90	—	2 0	2 25	2 0	1 90	2 0	2 25					
Half-round tiles (locally made), per 1,000	—	—	—	—	—	5 50	10 0	10 0		—	5 50	10 0	12 0	—	10 0	6 0	10 50	15 0	—	10 0					

No. 4—*continued.*

Items.	Southern Province.											
	1885.			1890.			1895.			1900.		
	Galle.	Matara.	Hambantota.	Galle.	Matara.	Hambantota.	Galle.	Matara.	Hambantota.	Galle.	Matara.	Hambantota.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	—	—	15 0	—	12 75	15 0	—	12 0 to 19 85	15 0	—	15 0 to 22 0	15 0
Brickwork in cement mortar, per cube	—	—	—	—	60 0	—	—	40 0	—	—	—	—
Brickwork in lime mortar, per cube	—	—	—	—	30 0 to 32 0	—	—	31 40	—	—	31 50	68 0
Cabook in lime mortar, per cube	—	—	—	—	—	—	—	—	—	—	—	—
Rubble walling dry, per cube	—	—	20 0	—	10 0	20 0	—	17 0	18 0	—	20 0	18 0
Rough dressed walling dry, per cube	—	—	35 0	—	22 0	35 0	—	25 0	35 0	—	25 0	35 0
Rubble walling in cement mortar, per cube	—	—	—	—	—	—	—	—	—	—	—	34 0
Rough dressed walling in cement mortar, per cube	—	—	54 0	—	60 0 to 80 0	54 0	—	—	54 0	—	60 0	54 0
Rubble walling in lime mortar, per cube	—	12 0	28 0	—	15 0 to 20 0	28 0	—	17 50 to 25 0	28 0	—	30 0	28 0
Rough dressed walling in lime mortar, per cube	—	—	40 0	—	40 0 to 50 0	40 0	—	45 0	40 0	—	45 0	40 0
Hand-packed pitching in foundations to roads, stating average thickness per square ...	—	—	—	—	—	—	—	—	—	—	2 50*	3 0
Transporting metal, per mile per cube	—	1 67	—	—	1 50	0 40	—	1 68	0 30	—	1 50	0 25
Spreading metal, 4 inches thick, per cube	—	—	—	—	1 46 to 1 50	1 50	—	1 52 to 1 75	1 0	—	1 80	1 0
Consolidating metal, 4 inches thick, per cube	—	1 50	—	—	1 50	2 50	—	1 75	2 50	—	2 20	2 50
Cement concrete, stating proportions of aggregate per cube	—	—	60 0	—	56 0 to 60 0	60 0	—	64 0	65 0	—	56 0	65 0
Cement, Sand, Stone	—	—	*1, 2, 5*	—	*1, 2, 5*	*1, 2, 5*	—	*1, 2, 5*	*1, 2, 5*	—	*1, 2, 5*	*1, 2, 5*
Lime concrete, stating proportions of aggregate per cube	—	—	16 0	—	—	16 0	—	—	20 0	—	20 0	18 0
Lime, Sand, Stone	—	—	*1, 1¼, 5*	—	—	*1, 1¼, 5*	—	—	*1, 1¼, 5*	—	*2, 2, 3*	*1, 1¼, 5*
Timber most generally used in building, per cubic foot	—	1 49	1 75	—	2 0	2 0	—	2 25	2 12	—	2 50	2 25
Half-round tiles (locally made), per 1,000	—	—	8 0	—	5 50 to 7 50	8 0	—	7 20 to 7 45	9 0	—	8 74	10 0

* Southern Province not stated.

No. 4—*continued.*

Items.	Eastern Province.											
	1885.			1890.			1895.			1900.		
	Batticaloa.	Kalmunai.	Trincomalee.	Batticaloa.	Kalmunai.	Trincomalee.	Batticaloa.	Kalmunai.	Trincomalee.	Batticaloa.	Kalmunai.	Trincomalee.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	12 50	10 0	12 75	9 0	9 0	12 0	9 0	10 0	11 0	10 48	11 24	14 25
Brickwork in cement mortar, per cube	68 40	81 3	68 65	71 51	62 68	68 57	68 32	54 69	73 99	66 36	66 36	70 70
Brickwork in lime mortar, per cube	26 29	26 23	30 0	29 81	26 35	30 59	28 69	27 7	31 74	29 13	29 13	33 15
Cabook in lime mortar, per cube	25 57	15 52	—	22 97	27 3	—	26 46	27 30	—	25 13	25 13	—
Rubble walling dry per cube	20 60	13 56	21 39	20 30	28 50	21 39	20 47	28 51	23 13	20 16	20 16	18 40
Rough dressed walling dry, per cube	—	—	—	—	—	—	—	—	32 0	16 0	16 0	31 0
Rubble walling in cement mortar, per cube	—	—	—	—	—	—	—	—	58 61	53 16	53 16	54 14
Rough dressed walling in cement mortar, per cube	—	—	—	—	—	—	—	—	60 50	49 0	49 0	66 0
Rubble walling in lime mortar, per cube	21 68	19 77	21 43	24 46	28 21	21 43	20 47	29 38	23 35	23 52	23 52	24 2
Rough dressed walling in lime mortar, per cube	—	—	—	—	—	—	—	—	—	20 60	20 60	35 0
Hand-packed pitching in foundations to roads, stating average thickness per square ...	1 18*	1 18	1 77	1 18	1 85	—	1 17	1 85	2 20	2 1	2 1	2 20
Transporting metal, per mile per cube	1 0	1 8	1 0	1 0	1 8	1 0	1 0	1 0	1 0	1 0	0 80	1 0
Spreading metal, 4 inches thick, per cube	1 75	—	—	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Consolidating metal, 4 inches thick, per cube	1 75	—	—	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 50
Cement concrete, stating proportions of aggregate per cube ...	53 0	53 0	54 74	64 73	15 6	54 74	80 76	54 13	78 3	51 93	51 98	51 27
Cement, Sand, Stone	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*
Lime concrete, stating proportions of aggregate per cube	14 0	14 0	15 50	13 17	11 71	13 78	14 39	12 38	14 78	14 5	14 5	13 37
Lime, Sand, Stone	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*	*12, 16, 64*
Timber most generally used in building, per cubic foot	1 50	1 50	1 50	1 50	1 50	1 50	1 53	1 53	3 35	2 0	2 0	2 50
Half-round tiles (locally made), per 1,000	4 16	7 50	3 48	3 0	3 0	3 48	4 25	4 0	4 75	4 12	4 20	5 25

* Eastern Province, average thickness 6 in.

No. 4—*continued.*

Items.	North-Western Province.															
	1885.				1890.				1895.				1900.			
	Kurunegala.	Puttalam.	Chilaw.	Dandugama.	Kurunegala.	Puttalam.	Chilaw.	Dandugama.	Kurunegala.	Puttalam.	Chilaw	Dandugama.	Kurunegala.	Puttalam.	Chilaw.	Dandugama.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	—	12 50	—	—	8 75	12 25	7 0	—	10 0	12 50	11 0	11 50	12 0	13 25	12 0	11 50
Brickwork in cement mortar, per cube ...	60 0	—	60 0	—	—	62 25	60 0	45 0	65 0	63 20	55 0	—	68 24	67 0	83 71	64 0
Brickwork in lime mortar, per cube ...	30 0	—	29 0	—	35 0	31 91	35 0	—	35 0	35 12	35 0	32 65	36 49	35 0	35 0	32 0
Cabook in lime mortar, per cube ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rubble walling dry, per cube	—	—	—	—	25 0	29 70	—	—	20 0	29 70	—	—	20 50	29 50	28 85	18 0
Rough dressed walling dry, per cube ...	—	—	—	—	—	—	—	—	—	—	—	—	40 75	—	—	25 0
Rubble walling in cement mortar, per cube ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40 0
Rough dressed walling in cement mortar, per cube ...	—	—	—	—	—	60 0	—	—	—	60 0	—	—	—	60 0	—	50 0
Rubble walling in lime mortar, per cube	35 0	—	—	—	25 0	35 22	—	—	25 0	35 22	—	—	30 10	35 22	—	30 0
Rough dressed walling in lime mortar, per cube ...	—	—	—	—	—	48 59	—	—	—	48 59	—	30 0	—	48 50	—	35 0
Hand-packed pitching in foundations to roads, stating average thickness per square	—	—	—	—	—	1 54*	—	—	—	1 54	—	—	—	1 54	4 16	2 0
Transporting metal, per mile per cube	1 32	—	—	—	1 32	0 75	—	—	1 14	0 75	0 83	1 0	1 7	0 75	0 84	1 0
Spreading metal, 4 inches thick, per cube	3 0	—	—	—	3 0	2 0	—	—	2 75	2 0	2 0	1 0	2 75	2 0	2 0	1 0
Consolidating metal, 4 inches thick, per cube	—	—	—	—	—	1 0	—	—	—	1 0	0 93	1 75	—	1 0	1 0	1 75
Cement concrete, staring proportions of aggregate per cube ...	60 0	—	—	—	60 0	64 48	53 0	—	60 0	64 48	56 0	63 0	59 82	60 0	60 0	56 0
Cement, Sand, Stone	*1, 5, 6*	—	—	—	*1, 5, 6*	*1 cement to 6⅔ sand stone*	*2 to 1*	—	*1, 5, 6*	—	*2 to 1*	*1, 2, 4*	*1, 5, 6*	—	*2 to 1*	*1, 2, 4*
Lime concrete, stating proportions of aggregate per cube ...	—	—	—	—	—	17 35	30 0	—	25 0	17 35	21 0	26 0	26 75	16. 50	23 78	20 0
Lime, Sand, Stone	—	—	—	—	—	*1 line to 6⅔ sand stone*	*2 to 1*	—	*1, 5, 6*	—	*2 to 1*	*1, 2, 5*	*1, 5, 6*	—	*2 to 1*	*1, 2, 5*
Timber most generally used in building, per cubic foot ...	—	—	—	—	—	1 50	2 0	—	2 50	1 50	2 0	2 50	2 0	1 50	2 66	2·50
Half-round tiles (locally made), per 1,000	9 0	—	10 0	—	8 75	10 0	9 0	—	11 50	10 0	7 0	10 0	15 0	10 0	12 50	10 0

* Puttalam 6 in. Chilaw and Dandugama 4 in.

No. 4—*continued.*

Items.	North-Central Province.											
	1885.			1890.			1895.			1900.		
	Anuradhapura.	Mihintale.	Maradankadawala.	Anuradhapura.	Mihintale.	Maradankadawala.	Anuradhapura.	Mihintale.	Maradankadawala.	Anuradhapura.	Mihintale.	Maradankadawala.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rc. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	11 0	15 50	12 0	12 0	15 50	8 0	12 0	12 0	8 0	14 50	15 0	15 0
Brickwork in cement mortar, per cube	72 46	78 32	71 60	76 80	78 32	71 60	74 59	74 59	76 59	74 0	87 0	83 59
Brickwork in lime mortar, per cube	36 17	41 54	35 50	39 80	41 54	35 50	38 81	34 86	34 86	41 0	45 0	40 0
Cabook in lime mortar, per cube	—	—	—	—	—	—	—	—	—	—	—	—
Rubble walling dry, per cube	20 72	22 84	12 44	12 89	22 84	12 44	23 0	23 0	14 46	18 0	26 0	25 0
Rough dressed walling dry, per cube	36 49	36 49	28 0	36 49	36 49	30 0	36 49	36 49	30 0	25 0	43 0	30 0
Rubble walling in cement mortar, per cube	73 0	73 0	68 82	73 0	73 0	68 82	75 0	75 0	70 51	65 0	80 0	70 51
Rough dressed walling in cement mortar, per cube	86 0	86 0	61 34	86 0	86 0	61 34	81 0	81 0	67 59	70 0	80 0	67 59
Rubble walling in lime mortar, per cube	32 2	32 82	18 18	23 43	32 82	18 18	22 83	22 83	22 83	28 0	39 0	30 0
Rough dressed walling in lime mortar, per cube	35 13	42 82	32 54	36 40	42 82	32 54	36 0	30 0	36 99	42 0	52 0	36 99
Hand-packed pitching in foundations to roads, stating average thickness per square	4 0*	4 0	1 28	4 0	4 0	1 28	4 0	4 0	1 91	6 0	4 0	1 91
Transporting metal, per mile per cube	1 25	1 25	1 0	1 25	1 25	1 0	1 25	1 25	1 0	1 25	1 25	1 0
Spreading metal, 4 inches thick, per cube	2 0	2 0	1 75	1 50	2 0	1 75	1 50	2 0	1 75	1 50	2 0	1 75
Consolidating metal, 4 inches thick, per cube	1 75	1 75	1 25	1 50	1 75	1 25	1 50	1 75	1 75	2 0	1 75	1 75
Cement concrete, stating proportions of aggregate per cube	53 24	71 90	60 0	65 84	71 90	60 0	60 0	65 82	65 82	63 0	70 0	68 0
Cement, Sand, Stone	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*
Lime concrete, stating proportions of aggregate per cube	17 10	21 23	12 86	17 10	21 23	12 86	17 0	17 40	19 66	16 40	19 0	25 0
Lime, Sand, Stone	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*	*1, 2, 5*
Timber most generally used in building, per cubic foot	3 0	2 50	1 88	3 0	2 50	2 7	3 0	2 50	2 62	1 50	3 0	2 62
Half-round tiles (locally made), per 1,000	7 50	10 0	7 50	7 50	10 0	7 50	10 0	15 0	7 50	9 50	11 0	12 0

* North-Central Province 6 in.

No. 4—*continued.*

Items.	Province of Uva.											
	1885.			1890.			1895.			1900.		
	Badulla.	Passara.	Koslanda.	Badulla.	Passara.	Koslanda.	Badulla.	Passara.	Koslanda.	Badulla.	Passara.	Koslanda.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	10 0	—	—	10 0	—	20 0	11 0	15 0	15 0	11 0	15 0	15 0
Brickwork in cement mortar, per cube	89 0	—	—	79 0 to 96 0	—	73 0	65 0	—	67 5	68 0	—	67 72
Brickwork in lime mortar, per cube	32 0	—	30 0	32 0	—	47 50	35 0	40 0	46 5	35 0	45 0	46 54
Cabook in lime mortar, per cube	20 0	—	—	20 0	—	—	22 50	—	31 81	30 0	—	—
Rubble walling dry, per cube	14 0 to 18 0	—	—	16 0 to 18 0	—	—	16 0 to 18 0	16 0 to 20 0	20 52	16 0 to 18 0	20 0	16 53
Rough dressed walling dry, per cube	42 0	—	—	42 0	—	—	32 0	16 0	31 80	25 0	26 0	32 52
Rubble walling in cement mortar, per cube	—	—	—	—	—	73 48	—	—	71 80	—	—	72 52
Rough dressed walling in cement mortar, per cube	100 0	—	—	80 0	—	—	60 0 to 70 0	—	75 1	60 0	—	75 54
Rubble walling in lime mortar, per cube	40 0	—	—	30 0	—	33 48	40 0	—	31 80	35 0	35 0	32 52
Rough dressed walling in lime mortar, per cube	50 0	—	—	50 0	—	—	35 0 to 50 0	—	45 1	35 0 to 50 0	45 0	45 54
Hand-packed pitching in foundations to roads, stating average thickness per square ...	1 66	—	1 66*	1 66	—	1 83	1 66	1 67	1 67	1 66	1 67	1 67
Transporting metal, per mile per cube	1 50	—	1 50	1 50	—	1 50	1 50	1 50	1 50	1 50	1 50	1 75
Spreading metal, 4 inches thick, per cube	1 0	—	1 0	1 0	—	1 0	1 12	30 0 to 75 0	1 0	1 12	30 0 to 75 0	1 0
Consolidating metal, 4 inches thick, per cube	2 50 to 3 0	—	2 0	2 80	—	2 0	1 88	3 0	2 0	1 88 to 2 88	3 0	2 0
Cement concrete, stating proportions of aggregate per cube	80 0	—	—	60 0	—	47 0	50 0	50 0	49 0	53 0	50 17	49 25
Cement, Sand, Stone	*1, 1½, 5½*	—	—	*1, 1½, 5½*	—	*3, 4, 6*	*1, 1½, 5½*	*1, 2, 5*	*3, 4, 6*	*1, 1½, 5½*	*1, 2, 5*	*3, 4, 6*
Lime concrete, stating proportions of aggregate per cube	29 0	—	30 0	29 0	—	23 0	18 0	20 0 to 25 0	37 0	18 0	25 50	37 20
Lime, Sand, Stone	*1, 1½, 5½*	—	*3, 4, 6*	*1, 1½, 5½*	—	*3, 4, 6*	*1, 1½, 5½*	*1, 2, 5*	*3, 4, 6*	*1, 1½, 5½*	*1, 2, 5*	*3, 4, 6*
Timber most generally used in building, per cubic foot	2 0	—	—	1 50 to 2 0	—	1 50 to 2 50	1 50 to 2 0	2 50 to 2 50	1 50 to 2 50	1 50 to 2 25	2 50	1 50 to 2 50
Half-round tiles (locally made), per 1,000	10 0	—	—	10 0	—	18 0	10 0	15 0	18 0	11 0	15 0	18 0

* Province of Uva 6 in.

Items.	Province of Sabaragamuwa.											
	1885.			1890.			1895.			1900.		
	Ratnapura.	Avisawella.	Kegalla.	Ratnapura.	Avisawella.	Kegalla.	Ratnapura.	Avisawella.	Kegalla.	Ratnapura.	Avisawella.	Kegalla.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Bricks, per 1,000	10 0	20 0	12 0	10 0	20 0	12 0	10 0	15 0	15 0	10 50	15 0	16 0 & 15 0
Brickwork in cement mortar, per cube	65 87	77 38	—	65 87	77 38	—	72 76	66 41	—	68 38	73 50	—
Brickwork in lime mortar, per cube	32 9	45 11	—	32 9	45 11	28 75 to 30 0	32 53	40 0	35 0	37 96	45 0	33 0 to 40 0
Cabook in lime mortar, per cube	—	—	—	—	—	—	—	—	—	—	—	—
Rubble walling dry, per cube	12 89	22 61	—	12 89	22 61	16 75	12 89	20 49	16 0	21 49	24 0	18 0
Rough dressed walling dry, per cube	—	—	—	—	—		36 89	—		34 49	—	
Rubble walling in cement mortar, per cube	67 12	60 0	—	67 12	60 0	—	61 54	60 0	—	57 64	60 0	—
Rough dressed walling in cement mortar, per cube	—	—	—	—	—	—	71 89	—	—	64 58	—	—
Rubble walling in lime mortar, per cube	21 88	23 62	—	21 88	23 62	22 50	25 66	25 8	25 0	33 60	31 45	20 0 to 25 0
Rough dressed walling in lime mortar, per cube	—	40 0	—	—	40 0	—	47 73	40 0	40 0 to 45 0	48 18	40 0	30 0
Hand-packed pitching in foundations to roads, stating average thickness per square ...	1 57*	1 75	—	1 57	1 75	—	1 29	1 75	—	2 44	2 0	—
Transporting metal, per mile per cube	1 96	1 25	—	1 96	1 25	1 0	2 42	1 25	1 0 to 1 50	2 91	1 25	1 0 to 1 50
Spreading metal, 4 inches thick, per cube	1 0	1 50	—	1 0	1 50	2 70	1 0	1 50	3 0	1 25	1 50	1 75
Consolidating metal, 4 inches thick, per cube	2 0	1 25	—	2 0	1 25		2 0	1 50		2 25	1 50	1 25
Cement concrete, stating proportions of aggregate per cube	66 66	56 63	—	66 66	56 63	—	60 98	58 82	55 0 to 65 0	60 90	68 50	60 0 to 70 0
Cement, Sand, Stone	*1, 3, 6*	*1, 2, 5*	—	*1, 3, 6*	*1, 2, 5*	—	*1, 3, 6*	—	—	*1, 3, 6*	*1, 2, 5*	*1, 2, 4 to 6*
Lime concrete, stating proportions of aggregate per cube	29 44	—	—	29 44	—	—	23 92	—	—	38 25	—	24 0
Lime, Sand, Stone	*1, 2, 4*	—	—	*1, 2, 4*	—	—	*1, 2, 4*	—	—	*1, 2, 4*	—	*1, 2, 4*
Timber most generally used in building, per cubic foot	1 62	1 50	—	1 62	1 50	—	1 62	1 50	—	2 0	1 50	2 25
Half-round tiles (locally made), per 1,000	10 0	16 0	—	10 0	16 0	—	10 0	20 0	—	10 0	20 0	15 0

* Province of Sabaragamuwa 6 in.

No. 5.—Comparative Statement of Prices of the following Articles for the Years 1885, 1890, 1895, and 1900.

	1885.	1890.	1895.	1900.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Mamoty ...	0 82	0 93	1 0	1 8
Pickaxe ...	1 20	1 36	1 75	1 78
Hand cart ...	62 50	65 0	75 0	80 0
Roller (35 cwt.) ...	55 0 (20 cwt.)	140 0	180 0	193 75
Baskets (small) ...	Not known		0 10	0 11½
Baskets (large) ...			0 23	0 19
Oct. steel (1 cwt.)	36 37	41 10	45 50	40 18
Hand hammers ...	0 66	0 89	1 40	1 5
Sledge hammers ...	4 12½	6 22	10 20	9 25
Miners' hammers	1 38¾	2 9	3 32	2 90
Buckets ...	Not known		0 90	1 0
Water tubs ...			2 15	2 40

No. 6.—Statement showing Cost, Cubic Contents, and Cost per Cubic Foot in respect of Public Buildings.

Year.	Building.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Description.
	WESTERN PROVINCE.		Rs. c.		
1881	Police Station, Pelmadulla ...	30,478	4,150 0	13⅓	Walls brick and wattle and daub, verandah one side, latrine included
1882	Law Offices, Hulftsdorp ...	232,218	54,856 54	23⅔	Two storey building, walls brick, verandah one side
1884	Ambalam, Kalutara ...	4,836	560 0	11½	Walls brick, one side open, plain building
1886	Latrine, Kegalla ...	1,386	719 42	52	Walls brick, compact buildings, D E. C. fittings included, no verandah
1893	Twelve cells, Mutwal Jail ...	25,877	3,750 0	14½	Walls brick, long narrow building, verandah one side
1893	Officers' quarters ...	102,510	8,022 57	8	Walls cabook, plain building, verandah two sides
1893	Guard's quarters and dining hall...	110,323	10,000 0	9	Wall cabook, long plain building
1896	Head overseer's quarters ...	30,144	2,600 0	8½	Wall cabook, verandah two sides
1893	Powder Magazine, Welikada ...	132,581	16,630 0	12½	Walls brick, roof corrugated iron, no verandah
1895	New Post and Telegraph Office, Colombo	1,327,506	351,207 37	26½	Walls brick and expensive foundation, ornamental buildings, very compact, half area has basement
1895	Police Station, Cinnamon Gardens	100,980	15,000 0	15	Walls brick, expensive ornamental building
1895	Police Barracks, Cinnamon Gardens	224,973	29,692 0	13⅓	Walls brick, verandah all round
1895	Boat-house at root of Breakwater	185,334	21,321 29	11½	Foundation concrete, walls brick, roof Calicut tiles
1896	Gunshed for Volunteer Artillery, Colombo	40,460	7,597 80	18¾	Do. iron reepers
1897	Extending New Export Warehouse, Colombo Customs, for non-dutiable goods	169,680	35,952 0	21	Foundation concrete blocks, iron shed
1900	Quarters for Medical Superintendent, Lunatic Asylum	102,196	20,000 0	19½	Foundation brick on concrete, wall brick, roof Calicut tiles, two storey buildings, verandah two sides
1900	Police Barracks, Negombo ...	159,792	20,000 0	12½	Foundation rubble, walls brick, roof Calicut tiles
	CENTRAL PROVINCE.				
1881	Police Station, Panwila ...	30,478	5,450 10	18	Walls brick and wattle and daub, verandah one side
1883	Police Station, Badulla ...	15,900	1,300 0	8	Walls brick, verandah all round
1887	Postal accommodation, Hatton ...	23,905	5,028 88	21	Walls brick, verandah one side, out-houses included
1889	Police Station, Ragalla ...	36,720	4,463 87	12	Walls stone, roof steep, verandah one side
1890	Police Station, Nanu-oya ...	31,536	3,341 0	10½	do.
1892	Police Court, Hatton ...	32,830	5,998 81	18¼	Walls stone, open court in front
1892	Police Barracks and lock-ups, Hatton	102,936	11,784 42	11⅓	Walls stone and wattle and daub, long plain building
1892	Post Office, Peradeniya ...	21,922	2,840 0	13	Foundation stone, walls brick, verandah two sides
1892	Guardian's quarters, Queen's Cottage, Nuwara Eliya	12,292	3,955 19	32	Foundation and walls stone, class of building, verandah one side
1894	Post and Telegraph Department, Nuwara Eliya	75,257	19,303 12	25⅔	Walls brick, wood partition, two storey buildings, bay windows
1894	Post Office, Kotagala ...	22,252	3,880 0	17½	Foundation concrete, walls brick, verandah two sides
1897	Police Station, Galagedara ...	57,970	6,884 47	12	Walls brick, verandah one side
1898	Additional accommodation for Police, Nuwara Eliya	49,777	5,823 28	11¾	Walls brick, verandah one side
1900	Headmen's Lodge, Nuwara Eliya...	20,979	5,000 0	24	Foundation and walls stone, roof shingle, painted, verandah to out-houses only

No. 6.—Statement showing Cost, &c., of Public Buildings—*contd.*

Year.	Building.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Description.
	NORTH-WESTERN PROVINCE.		Rs. c.		
1882	Jailer's residence, Chilaw Prison...	22,430	3,948 82	17⅛	Walls brick, verandah one side
1887	Powder Magazine, Puttalam ...	442	222 43	50¼	Walls brick, roof masonry arch, no verandah, lightning conductor included
1891	Quarters, single, for Kachcheri clerks, Chilaw	19,751	3,700 0	19	Walls brick, two rooms, verandah two sides
1891	Married quarters for Kachcheri clerks, Chilaw	28,978	5,200 0	19	Walls brick, three rooms
1894	Court House and Magistrate's quarters, Marawila	39,100	5,999 95	15⅓	Walls brick, verandah all round
1898	Married men's quarters, Kurunegela Police Station	60,260	8,587 30	14¼	Walls brick, verandah two sides
1898	Administration block ...	61,047	7,540 0	12⅓	do.
1898	Police Station, Marawila ...	51,340	7,450 0	14½	Walls brick, verandah one side
1898	District Engineer's bungalow, Chilaw	59,423	10,190 0	17	do.
1898	District Engineer's Office, Chilaw	28,560	3,700 0	13	do.
1898	District Engineer's Store, Chilaw	28,560	3,130 0	11	Brick walls
1900	Lock-up and Police Station, Marawila	43,556	8,490 0	19½	Walls brick, roof Calicut tiles, no verandah
1900	Land Registry Office, Kurunegala	108,408	17,000 0	15⅔	Foundation lime concrete, walls brick, roof Calicut tiles, verandah three sides
1900	Public Works Department Office, Chilaw	25,200	4,029 0	16	Foundation lime concrete, walls brick, roof Calicut tiles, verandah all round
1900	Public Works Department Store, Chilaw	25,200	3,516 0	14	do.
	PROVINCE OF SABARAGAMUWA.				
1891	Post Office, Ratnapura ...	71,541	14,992 14	21	Pointed brick walls filled in between wood framing, upstair building, projecting window, verandah one side
1891	Police Barracks, Rakwana ...	26,040	4,995 68	19	Foundation stone, wall brick, roof tiles
1893	Residence for District Judge, Ratnapura	131,038	19,599 60	15	Walls brick, verandah two sides, large godown and stables
1893	Jailer's quarters, Kegalla ...	13,600	2,774 12	20½	Walls brick, store and porch, godowns included
1900	Post and Telegraph Office, Kegalla	94,213	16,400 0	17⅓	Foundation rubble, walls brick, roof tiles, two storey building, verandah two sides
1900	Police Barrack, Kegalla ...	18,715	3,600 0	19	Foundation stone, walls brick, roof tiles
1900	New Land Registry Office, Kegalla	98,184	11,070 0	11¼	do.
1900	Bulatweldeniya Bungalow on Veyangoda-Ruanwella road ...	31,941	3,800 0	12	Foundation rubble, walls brick, roof Calicut tiles, verandah two sides, outhouses, wall wattle and daub, and roof cadjan
	NORTH-CENTRAL PROVINCE.				
1886	Resthouse, Anuradhapura ...	98,872	8,825 76	9	Walls brick, broad verandah in front and porch, back verandah and passage, plain spacious building
1889	Resthouse, Horowapotana ...	40,128	4,952 23	12¼	Walls brick, verandah two sides
1897	Resthouse, Katagasdigiliya ...	44,220	5,000 0	11¼	do.
1900	Quarters for Public Works Department clerks, Mihintale	30,520	3,500 0	11½	Walls sun-dried brick, roof tiles, verandah two sides
	SOUTHERN PROVINCE.				
1898	Resthouse, Hambantota ...	57,247	5,000 0	8¾	Walls brick, verandah two sides, large stables and three old walls utilized
1898	Two Blocks, Police Barracks, Galle	49,842	11,072 76	22¼	Foundation concrete, walls brick, roof tiles
1900	Police Barracks, Tangalla ...	73,820	11,000 0	15	Foundation stone, walls brick, roof tiles, verandah one side
	NORTHERN PROVINCE.				
1885	Police line, Jaffna ...	95,760	6,997 13	7¼	Walls coral, long plain building
1889	Grain shed, Pesalai ...	24,123	2,498 32	10⅓	Walls coral, no verandah
1891	Post Office, Pallai ...	21,359	2,977 27	14	Walls coral, verandah one side
1894	Bungalow, District Engineer, Mannar	50,214	6,829 96	13⅗	Walls brick, verandah two sides
	EASTERN PROVINCE.				
1881	Stores at Customs, Batticaloa ...	36,259	3,683 40	10	Walls brick includes storekeeper's house
1889	Resthouse, Trincomalee and Kandy roads	41,663	5,644 15	13½	Walls brick, verandah four sides
1894	Goods shed, Kalkuda ...	27,531	4,163 99	15	Walls brick, no verandah
1897	Store and workshops, Public Works Department yard, Batticaloa	36,960	3,314 72	9	Walls brick, half the building enclosed, half opened
1897	District Engineer's house, Batticaloa	59,960	5,000 0	8⅓	Walls brick, plain building, verandah three sides

No. 6.—Statement showing Cost, &c., of Public Buildings—*contd.*

Year.	Building.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Description.
	PROVINCE OF UVA.		Rs. c.		
1889	Market, Badulla ...	103,512	8,477 63	8	Walls brick, open building, broad verandah all round
1893	New Court-house, Badulla ...	230,241	34,557 94	15	Walls brick, verandah two sides, witness shed and latrine included
1894	Post Office, Tonnacombe gap ...	20,322	3,998 79	19¾	Walls brick, verandah two sides
1895	Lodge, Botanical Gardens, Badulla	17,720	2,822 50	16	Walls brick, roof steep
1899	Post and Telegraph Office, Demodara	41,723	6,000 0	14½	Walls brick, narrow verandah two sides
1899	Post Office, Haputale ...	100,680	18,600 0	18½	Walls stone, verandah one side
1899	District Engineer's quarters, Passara	48,787	9,360 0	19	Walls brick, bay windows, passages two sides, weather boarded

No. 6.—Statement showing Cost, &c., Cubic Contents, and Cost per Bed in respect of Hospital Buildings.

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	WESTERN PROVINCE.	ft. ft.			Rs. c.		Rs. c.	
	Hendala Asylum.							
1888	Dead-house ...	—	—	1,320	306 0	23	—	Foundation cabook, walls brick, roof tiles, no verandah
1891	Ward ...	96 by 22	32	82,800	7,558 63	9	236 20	Foundation cabook, walls brick, Calicut tiles, and verandah all round
1891	Latrine, &c. ...	—	—	13,488	2,615 37	19¼	—	Foundation cabook, walls brick no verandah
1891	Kitchen ...	—	—	31,734	3,878 0	12	—	Foundation cabook, walls brick half-round tiles, no verandah
				128,022	14,052 0	11	439 12	
1891	Dispensary ...	—	—	14,700	1,712 0	11½	—	Foundation cabook, walls brick Calicut tiles, verandah one side
1896	Ward ...	120 by 22	40	100,080	10,022 0	10	250 55	Foundation cabook, walls brick Calicut tiles, verandah all round
1896	Latrine, &c. ...	—	—	10,560	3,600 0	34	—	Foundation cabook, walls brick Calicut tiles, no verandah
				110,640	13,622 0	12¼	340 55	
1898	Kitchen steward's quarters	--	—	6,555	1,329 0	20¼	—	Foundation cabook, walls brick Calicut tiles, verandah one side
	Civil Hospital, Colombo.							
1890	Operating room ...	—	—	49,760	7,910 28	16	—	Foundation cabook, walls brick roof Calicut tiles, verandah on side, including fittings
1890	Lecture room ...	—	—	70,560	5,789 72	8	—	Foundation cabook, walls brick verandah all round
1892	Sisters' quarters ...	—	—	39,820	4,585 0	11½	—	do.
1896	Diarrhœa ward ...	33 by 22	8	32,508	3,600 0	11	450 0	Foundation cabook, walls brick verandah three sides
1898	Coach room ...	—	—	5,400	861 0	16	—	Foundation and walls cabook roof Calicut tiles, no veranda
1899	Special ward and operating room	—	—	19,456	3,800 0	19½	—	Foundation and walls brick roof Calicut tiles, verandah two sides
	Neboda Hospital.							
1892	Male ward No. 1 ...	48 by 20	16	91,912	6,483 94	7	202 31	Foundation stone, walls stone roof tiles, verandah all round
1892	Do. No. 2 ...	48 by 20	16					
1892	Female ward ...	48 by 20	18	47,025	3,112 21	6½	172 90	
1892	Attendants' quarters ...	—	—	17,408	1,350 8	7¾	—	do.
1892	Latrines ...	—	—	4,998	1,483 7	29¾		Foundation stone, walls stone no verandah
1892	Dead-house ...	—	—	4,046	557 97	13¾	—	do.
1892	Covered ways ...	—	—	5,280	615 99	11¾	—	do.
1892	Outhouses ...	—	—	13,376	1,396 74	10½	—	Foundation stone, walls stone one side verandah
				184,045	15,000 0	8	300 0	
1892	Medical Officer's quarters	—	—	33,993	2,500 0	7⅓	—	Foundation and walls stone roof tiles, verandah two sides
1897	Nurse's quarters ...	—	—	23,724	3,536 11	15	—	do.

No. 6.—Statement showing the Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
		ft. ft.			Rs. c.		Rs. c.	
	WESTERN PROVINCE—*contd.*							
	Passenger Ward.							
1893	Wards (eight rooms) ...	15 by 20	8	175,888	16,800 0	9½	2.100 0	Foundation cabook, walls brick, roof Calicut tiles, verandah all round
1893	Passage and kitchen ...	—	—	16,388	2,100 0	13	—	
				192,276	18,900 0	10	2,362 50	
	Cargill Ward.							
1895	Ward No. 1 ...	18 by 20	1	65,956	5,115 0	7⅞	2,557 50	Foundation cabook, walls brick, roof Calicut tiles, and porch
1895	Do. 2 ...	18 by 20	1					
	Grenier Memorial.							
1895	Eye, Ear, and Throat Department 7 ...	—	—	51,262	4,855 0	9½	—	Foundation cabook, walls brick, roof Calicut tiles, no porch
	Lunatic Asylum.							
1896	Classes 7 and 8 ...	—	—	244,608	32,000 0	13	—	Foundation cabook, walls brick, tile roofing, verandah all round
1896	Classes 1 and 2 ...	—	—	193,392	30,000 0	15½	—	do.
1896	Infirmary, right wing ...	—	—	79,204	14,200 0	18	—	Foundation cabook, walls brick, roof Calicut tiles, verandah all round
1896	Infirmary, left wing ...	—	—	79,204	13,200 0	16¾	—	do.
1896	Covered way ...	—	—	15,456	2,700 0	17½	—	Foundation cabook, walls brick, no verandah
				611,864	92,100 0	15	—	
1899	15 single rooms for males	—	—	79,800	10,436 0	13	—	Foundation cabook, walls brick, verandah one side
1899	22 single rooms for females ...	—	—	94,875	23,514 0	24⅔	—	Foundation concrete, walls brick, roof Calicut tiles, verandah one side
	Infectious Diseases Hospital, Kanatta.			174,675	33,950 0	19½	—	
1896	Medical Officer's quarters	—	—	40,480	05 0 0	5,12½	—	Foundation cabook, walls brick, roof Calicut tiles, verandah three sides
1896	Stores ...	—	—	20,592	2,800 0	13½	—	Foundation cabook, walls brick, no verandah
	Lady Havelock Hospital.							
1896	Administration block ...	—	—	95,488	11,500 0	12	—	Foundation and walls cabook, roof Calicut tiles, verandah all round
1896	Ward No. 1 ...	31½ by 18	8	52,416	5,300 0	10	331 25	do.
1896	Do. 2 ...	31½ by 18	8					
1896	Do. 3 ...	18½ by 18	6	36,864	3,900 0	11	325 0	do.
1896	Do. 4 ...	18½ by 18	6					
1896	Do. 6 single rooms	10 by 18	6	52,416	5,500 0	10½	916 66	do.
1896	Quarters for nurses ...	—	—	41,984	4,000 0	9½	—	Foundation and walls cabook, roof Calicut tiles, verandahs two sides
1896	Outhouses ...	—	—	20,636	3,100 0	15	—	Foundation and walls cabook, roof Calicut tiles, verandah one side
1896	Covered ways ...	—	—	21,600	2,700 0	12½	—	Foundation and walls cabook, roof Calicut tiles, no verandah
				321,404	36,000 0	11	1,058 82	
1898	Mortuary ...	—	—	4,784	1,274 80	26¾	—	Foundation cabook, walls brick roof Calicut tiles, no verandah
	Sekmen's Ward.							
1898	Ward No. 1 ...	42 by 20	12	179,581	13,000 0	7¼	541 66	Foundation cabook, walls brick, roof Calicut tiles, verandah all round and porch
1898	Do. 2 ...	42 by 20	12					
1898	Kitchen covered way ...	—	—	21,676	2,100 0	9½	—	Foundation cabook, walls brick, roof Calicut tiles, verandah one side
1898	Latrines ...	—	—	17,920	4,000 0	22⅓	—	Foundation cabook, walls brick, roof Calicut tiles, verandah two sides
				219,177	19,100 0	8¾	795 83	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	CENTRAL PROVINCE.	ft. ft.			Rs. c.		Rs. c.	
	Nawalapitiya Hospital.							
1891	Administration block ...	—	—	49,588	5,600 0	11¼	—	Foundation and walls brick, roof corrugated iron, verandah all round
1891	Kitchen ...	—	—	14,016	2,150 0	15¼	—	Foundation and walls brick, roof corrugated iron, verandah one side
1891	Matrons ...	—	—	13,500	2,000 0	15	—	Foundation and walls brick, roof corrugated iron, verandah all round
1891	Female ward ...	20¾ by 20¾	6	26,096	2,600 0	10	433 33	do.
1891	Male ward ...	31 by 20¾	12	32,336	3,145 0	9¾	262 8	do.
1891	Dead-house ...	—	—	3,468	750 0	21½	—	Foundation and walls brick, roof corrugated iron, no verandah
1891	Ward ...	47 by 18	20	36,150	3,300 0	9	165 0	Foundation and walls brick, roof corrugated iron, verandah all round
1891	Ward ...	15½ by 18	6	15,005	1,700 0	11¼	283 33	Foundation and walls brick, roof corrugated iron, verandah three sides
				190,159	21,245 0	11	482 84	
1892	Dispenser's quarters ...	—	—	19,600	4,400 0	22½	—	Foundation and walls brick, roof corrugated iron, verandah all round
1899	Medical Officer's quarters	—	—	34,388	8,005 0	23	—	Foundation stone, walls brick, roof Calicut tiles, verandah two sides
1900	Wards (4) ...	14 by 10	4	20,160	2,289 0	11⅓	572 25	Foundation stone, pillars brick, walls wattle and daub, roof cadjan, verandah two sides
	Nuwara Eliya Hospital.							
1891	Male ward ...	47 by 20	14	45,030	5,800 0	13	414 28	Foundation and walls stone, roof corrugated iron, verandah all round
1895	Female ward ...	30 by 20	9	32,751	3,900 0	12	433 33	do.
1895	Dispenser's quarters ...	—	—	13,404	2,500 0	18½	—	Foundation and walls stone, roof corrugated iron, verandah one sides
1895	Dead-house ...	—	—	2,028	360 0	17¾	—	Foundation and walls stone, roof corrugated iron, no verandah
1900	Ward No. 1 ...	26½ by 22	6	56,510	8,476 50	15	706 37	Foundation and walls stone, roof flat tiles, verandah all round
1900	Do. 2 ...	26½ by 22	6					
1900	Baths ...	—	—	4,312	646 80	15	—	do.
1900	Outhouses ...	—	—	15,590	2,200 70	14	—	do.
				76,412	11,324 0	14¾	943 66	
	Kandy Hospital.							
1893	Nurse's quarters ...	—	—	39,152	4,974 0	12¾	—	Foundation stone, walls brick, roof Calicut tiles, verandah two sides
1896	Lying-in ward ...	21 by 21	6	22,032	2,270 0	10¼	378 33	Foundation stone, walls brick, roof Calicut tiles, verandah all round
1896	Covered way ...	—	—	4,800	525 0	11	—	Foundation stone, walls brick, roof Calicut tiles, no verandah
1896	Mortuary ...	—	—	1,170	370 0	31¾	—	Foundation stone, walls brick, steep roof
				28,002	3,165 0	11¼	527 50	
	Lindula Hospital.							
1895	Nurses' quarters ...	—	—	29,284	6,229 0	21¼	—	Foundation rubble, walls stone, roof Calicut tiles, verandah one side
1895	Dispensary, office, &c....	—	—	42,840	10,475 0	24¼	—	Foundation rubble, walls stone, roof Calicut tiles, verandah one side, built on a slope ground cut
1895	Kitchen ...	—	—	10,548	2,973 0	28	—	Foundation rubble, walls stone, roof Calicut tiles, verandah one side
1898	Ward ...	54 by 18	14	35,328	4,323 0	12¼	308 78	Foundation and walls stone, roof Calicut tiles, verandah all round
1898	Do. ...	110 by 18	28	63,488	8,646 0	13⅔	308 78	do.
1898	Covered way ...	—	—	3,960	974 25	24⅔	—	Foundation and walls stone, roof Calicut tiles, no verandah
1898	Latrines ...	—	—	9,651	3,957 75	41	—	do.
				112,427	17,901 0	16	426 21	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	CENTRAL PROVINCE—*contd.*	ft. ft.			Rs. c.		Rs. c.	
	Deltota Hospital.							
1895	Female ward ...	30 by 20	12	26,496	1,733 39	6½	144 45	Foundation and walls rubble, roof corrugated iron, verandah all round
1895	Dead-house ...	—	—	3,150	411 74	13	—	Foundation and walls rubble, roof corrugated iron, no verandah
1895	Dry-earth closet, baths, &c.	—	—	2,892	456 88	16	—	do.
				32,538	2,602 1	8	216 83	
	Uda Pussellawa Hospital.							
1895	Female ward ...	40 by 20	12	33,860	4,050 0	12	337 50	Foundation and walls brick, roof corrugated iron, verandah all round
1895	Baths, &c. ...	—	—	5,830	700 0	12	—	Foundation and walls brick, roof corrugated iron, no verandah
				39,690	4,750 0	12	395 83	
	Ramboda Hospital.							
1896	Male ward No. 1 ...	18 by 9¾	4					
1896	Do. 2 ...	18 by 39½	16	42,432	4,651 0	11	194 0	Foundation and wall stone, Calicut tile roofing, verandah all round
1896	Do. 3 ...	18 by 9¾	4					
1896	Latrines and covered way	—	—	8,071	1,142 25	14	—	Foundation and walls stone, Calicut tile roofing, no verandah
1896	Kitchen, &c. ...	—	—	11,148	1,516 15	13½	—	Foundation and walls stone, Calicut tile roofing, verandah two sides
				61,651	7,309 40	12	304 56	
1896	Dispensary ...	—	—	23,248	3,557 30	15⅓	—	do.
1898	Female ward No. 1 ...	20 by 18	8	25,568	3,616 0	14	301 33	Foundation and walls stone Calicut tile roofing, verandah all round
1898	Do. 2 ...	9 by 18	4					
1898	Latrine and baths ...	—	—	7,279	1,370 70	19	—	Foundation and walls stone, Calicut tile roofing, no verandah
1898	Attendant's quarters ...	—	—	6,480	1,332 46	20½	—	Foundation and walls stone, Calicut tile roofing, verandah one side
1898	Medical Officer's quarters ...	—	—	37,604	7,746 42	20½	—	do.
1898	Nurses' quarters ...	—	—	11,648	2,404 62	20½	—	do.
1898	Covered ways ...	—	—	4,800	897 60	18⅔	—	Foundation and walls stone, Calicut tile roofing, no verandah
1898	Dead-house ...	—	—	2,160	523 92	24	—	do.
				95,539	17,891 72	18⅔	1,490 97	
	Gammaduwa.							
1897	Dispensary ...	—	—	20,036	2,701 26	13½	—	Foundation and walls brick, roof tiles, verandah two sides
	Maturata Hospital.							
1900	Ward No. 1 ...	42 by 22	10	32,256	6,329 15	19½	632 91	Foundation and walls stone, roof Calicut tiles, verandah all round
1900	Do. 2 ...	42 by 22	10	32,256	6,329 15	19½	632 91	do.
1900	Do. 3 ...	42 by 22	10	32,256	6,329 15	19½	632 91	do.
1900	Do. 4 ...	27 by 22	6	16,704	3,277 59	19½	546 26	do.
1900	Baths, dry-earth closet, and covered ways	—	—	32,752	8,236 41	25	—	Foundation and walls stone, roof Calicut tiles, no verandah
1900	Doctor's quarters ...	—	—	37,431	8,437 97	22⅔	—	Foundation and walls stone, roof Calicut tiles, verandah two sides
1900	Sister's quarters ...	—	—	16,892	4,075 58	24	—	do.
1900	Dispenser's quarters ...	—	—	23,661	5,540 33	23⅓	—	Foundation and walls stone, roof Calicut tiles, verandah three sides
1900	Kitchen ...	—	—	22,200	4,624 3	21	—	Foundation and walls stone, roof Calicut tiles, verandah one side
1900	Mortuary, observation room, and operating room ...	—	—	14,112	4,090 61	29	—	Foundation and walls stone, roof Calicut tiles, no verandah
1900	Native attendant's quarters ...	—	—	12,406	3,158 11	25½	—	Foundation and walls stone, roof Calicut tiles, verandah one side
1900	Foul linen room ...	—	—	6,762	771 61	11⅓	—	do.
				279,688	61,199 69	22	1,699 99	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	CENTRAL PROVINCE—*contd.*	ft. ft.			Rs. c.		Rs. c.	
	Dimbula Hospital.							
1900	Ward No. 1 ...	42 by 22	10	32,256	6,441 12	20	644 11	Foundation and walls stone, roof Calicut tiles, verandah all round
1900	Do. 2 ...	42 by 22	10	32,256	6,441 12	20	644 11	do.
1900	Do. 3 ...	42 by 22	10	32,256	6,441 12	20	644 11	do.
1900	Do. 4 ...	27 by 22	6	16,704	3,335 58	20	555 93	do.
1900	Baths, dry-earth closet, and covered ways	—	—	34,492	9,592 78	27⅔	—	Foundation and walls stone, roof Calicut tiles, no verandah
1900	Doctor's quarters ...	—	—	39,771	9,177 9	23	—	Foundation and walls stone, roof Calicut tiles, verandah two sides
1900	Sister's quarters ...	—	—	16,892	4,131 83	24½	—	do.
1900	Dispenser's quarters ...	—	—	23,661	5,649 67	24	—	Foundation and walls stone, roof Calicut tiles, verandah three sides
1900	Kitchen ...	—	—	22,200	4,632 80	21	—	Foundation and walls stone, roof Calicut tile, verandah one side
1900	Mortuary, observation ward, and operating wards	—	—	14,112	3,839 90	27	—	Foundation and walls stone, roof Calicut tiles, no verandah
1900	Native attendant's quarters	—	—	12,406	3,167 79	25½	—	Foundation and walls stone, roof Calicut tiles, verandah one side
1900	Foul linen room, &c. ...	—	—	6,762	888 82	13	—	do.
	PROVINCE OF UVA.			283,768	63,739 62	22½	1,770 54	
	Lunugala Hospital.							
1887	Female ward ...	18 by 20	6	17,325	1,525 80	8¾	254 30	Foundation and piers brick, wall wattle and daub, roof tile, verandah all round
1887	Latrine, baths, &c. ...	—	—	3,180	513 25	16	—	Foundation and piers brick, wall wattle and daub, roof tile, no verandah
				20,505	2,039 5	10	339 84	
1887	Medical Officer's quarters	—	—	22,221	2,373 52	10¾	—	Foundation and piers brick, wall wattle and daub, roof tile, verandah two sides
1887	Dispensary ...	—	—	13,689	1,421 65	10¾	—	do.
1888	Male ward ...	42 by 20	10	29,925	2,413 40	8	241 34	Foundation and piers brick, wall wattle and daub, roof tile verandah all round
1888	Latrine, bath, &c. ...	—	—	3,180	513 25	16	—	Foundation and piers brick, wall wattle and daub, roof tile, no verandah
				33,105	2,926 65	8¾	292 66	
1889	Kitchen and store ...	—	—	5,967	736 0	12	—	Foundation and piers brick, wall wattle and daub, roof tile, verandah one side
1889	Dead-house ...	—	—	1,200	311 0	26	—	Foundation and piers brick, wall wattle and daub, roof tile, no verandah
1892	Female ward No. 1 ...	34 by 18	8	22,932	4,340 0	19	310 0	Foundation and walls brick, roof tiles, verandah one side
1892	Do. 2 ...	26 by 18	6					
1892	Latrine and baths ...	—	—	4,032	1,290 0	32	—	Foundation and walls brick, roof tile, no verandah
				26,964	5,630 0	21	402 14	
	Hospital Badulla.							
1890	Administration block ...	—	—	108,660	14,292 47	13	—	Foundation and walls brick, roof Calicut tiles, verandah all round
1891	Ward No. 1 ...	42 by 20	12					
1891	Do. 2 ...	42 by 20	12	138,040	22,571 84	16⅓	470 24	Foundation and walls brick, roof Calicut titles but narrow verandah.
1891	Do. 3 ...	42 by 20	12					
1891	Do. 4 ...	42 by 20	12					
1891	Store, kitchen, &c. ...	—	—	95,370	17,189 6	18	—	do.
1891	Paying ward ...	14 by 18	1	7,480	1,208 46	16	1,208 46	Foundation and walls brick, roof Calicut tiles, verandah one side
1891	Lady Matron's room ...	—	—	7,480	1,208 46	16	—	do.
1892	Ulcer ward ...	72 by 20	22	72,075	8,158 4	11⅓	226 61	Foundation and walls brick, roof Calicut tiles, dwarf walls, verandah all round
1892	Diarrhœa ward ...	42 by 20	14					
1892	Latrine and baths ...	—	—	19,344	4,252 93	22	—	Foundation and walls brick, roof Calicut tiles, verandah one side
1892	Dead-house, &c. ...	—	—	3,024	385 49	12⅔	—	Foundation and walls brick, roof Calicut tiles, no verandah
1892	Covered ways ...	—	—	31,312	7,067 15	22⅓	—	do.
				482,785	76,333 90	15¾	898 4	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed	Description.
	PROVINCE OF UVA—*contd.*	ft. ft.			Rs. c.		Rs. c.	
	Tonacombe.							
1894	Dispensary ...	—	—	22,428	4,457 69	20	—	Foundation brick, wall cabooks, roof shingle, verandah two side
	Alutnuwara Hospital.							
1894	Male medical ...	33½ by 18	8	38,250	2,360 0	6	131 11	Brick pillars, mud walls, tiled roof, verandah all round
1894	Male surgical ...	39 by 18	10					
1894	Baths, dry-earth closet, &c.	—	—	9,740	869 0	8¾	—	Brick pillars, mud walls, tiled roof, no verandah
1894	Dead-house ...	—	—	2,352	385 0	16⅓	—	do.
1894	Attendant's quarters ...	—	—	4,500	270 0	6	—	Brick pillars, mud walls, tiled roof, verandah two sides
				54,842	3,884 0	7	215 77	
	Medical Officer's quarters	—	—	20.642	2,740 0	13¼	—	Brick pillars, mud walls, tiled roof, one side verandah
1896	Female ward ...	24 by 18	6	27,000	1,634 0	6	136 16	Brick pillars, mud walls, tiled roof, verandah all round
1896	Do. ...	24 by 18	6					
1897	Outhouses ...	—	—	9,520	2,210 0	23¼	—	Brick pillars, mud walls, tiled roof, verandah one side
1897	Dispensary and quarters	—	—	31,570	2,858 0	9	—	do.
	Haputale Hospital.							
1895	Ward No. 1 ...	20 by 9½	2	78,876	15,223 30	19⅓	475 72	Foundation and walls brick, roof Calicut tiles, verandah all round
1895	Do. 2 ...	20 by 43	14					
1895	Do. 3 ...	20 by 43	14					
1895	Do. 4 ...	20 by 9½	2					
1895	Administration block ...	—	—	36,211	6,796 4	18⅔	—	do.
1895	Covered ways ...	—	—	8,424	2,130 59	25¼	—	do.
1895	Dead-house ...	—	—	4,536	935 73	20½	—	do.
1896	Ward No. 5 ...	20 by 25	8	32,976	6,221 63	19	622 16	do.
1896	Do. 6 ...	20 by 9½	2					
1896	Attendant's quarters ...	—	—	81,740	14,643 59	18	—	do.
1896	Outhouses ...	—	—	15,876	6,552 99	41¼	—	do.
1896	Medical Officer's quarters	—	—	14,840	10,753 37	19½	—	do.
				313,479	63,257 24	20	1,506 12	
	Buttale Hospital.							
1896	Female ward ...	26 by 14	8	52,000	3,916 80	7½	122 40	Foundation and walls sun-dried brick, roof thatched, verandah all round
1896	General medical ...	26 by 14	8					
1896	Male ward ...	26 by 14	8					
1896	Parangi ward ...	26 by 14	8					
1896	Kitchen and store ...	—	—	3,744	588 20	8	—	Foundation and walls sun-dried brick, roof thatched, no verandah
1896	Mortuary ...	—	—	1.728				
1896	Latrine ...	—	—	2,002				
				59,474	4.505 0	7½	140 78	
	PROVINCE OF SABARAGAMUWA.							
	Balangoda Hospital.							
1892	Medical Officer's outhouses	—	—	5,220	800 0	15¼	—	Foundation and walls brick, roof tiles, verandah one side
1893	Ward ...	52 by 22	18	48,860	2,935 0	6	163 6	Foundation and piers brick, walls wattle and daub, roof Calicut tiles, verandah all round
1894	Dispensary ...	—	—	10,350	1,852 0	18	—	Foundation and walls brick, roof Calicut tiles, verandah one side
1895	Parangi ward No. 1 ...	29½ by 20	10	49,944	6,400 0	13	320 0	Foundation and walls brick, roof Calicut tiles, verandah all round
1895	Do. No. 2 ...	29½ by 20	10					
1898	Ward No. 1 ...	28 by 22	8	50,613	7,125 0	14	508 93	do.
1898	Do. 2 ...	21 by 22	6					
1898	Do. 3 ...	60 by 20	20	97,368	16,425 0	17	410 62	do.
1898	Do. 4 ...	60 by 20	20					
				147,981	23,550 0	16	436 11	
1899	European ward ...	14 by 12	1	14,280	3,250 0	22¾	3,250 0	do.
1900	Ward No. 1 ...	60 by 20	14	53,352	7,736 4	14½	552 57	do.
1900	Do. 2 ...	60 by 20	14	53,352	7,736 4	14½	552 57	do.
1900	Outhouses and covered way	—	—	7,155	952 92	13	—	do.
				113,859	16,425 0	14⅓	586 60	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	PROVINCE OF SABARAGAMUWA—*contd.*	ft. ft.			Rs. c.		Rs. c.	
1900	Medical Assistant's quarters	—	—	19,798	3,394 0	17	—	Foundation and walls brick, roof Calicut tiles, verandah three sides
1900	Nurse's quarters ...	—	—	25,451	4,440 0	17½	—	Foundation and walls brick, roof Calicut tiles, verandah two sides
	Ratnapura Hospital.							
1892	Female ward ...	36¾ by 18	12	25,071	3,707 55	14¾	308 96	Foundation and walls brick, roof tiles, verandah three sides
1894	Dispensary ...	—	—	13,680	1,365 0	10	—	Foundation and walls brick, roof Calicut, verandah two sides
	Rakwana Hospital.							
1895	Administration block...	—	—	37,008	6,827 0	18½	—	Foundation rubble, walls brick, roof Calicut tiles, verandah three sides
1895	Ward No. 1 ...	40 by 22	12	43,702	6,299 33	14⅓	524 94	Foundation rubble, walls brick, roof Calicut tiles, verandah all round
1895	Do. 2 ...	40 by 22	12	43,702	6,299 33	14⅓	524 94	do.
1895	Outhouses ...	—	—	24,732	4,157 0	17	—	Foundation rubble, wall brick, roof Calicut tiles, verandah three sides
1895	Dead-house ...	—	—	3,136	894 0	28½	—	Foundaton rubble, wall brick, roof Calicut tiles, no verandah
1895	Covered ways ...	—	—	19,200	3,087 0	16	—	do.
				171,480	27,563 66	16	1,148 48	
1895	Medical Officer's quarters	—	—	34,064	6,000 0	17⅔	—	Foundation rubble, walls stone, roof Calicut tiles, verandah two sides
1896	Ward ...	40 by 22	12	43,702	6,299 34	14⅓	524 94	Foundation rubble, walls stone, roof Calicut tiles, verandah all round
1896	Nurse's quarters ...	—	—	38,709	5,330 0	13¾	—	Foundation rubble, walls stone, roof Calicut tiles, verandah three sides
	Avisawella Hospital.							
1895	Administration block ...	—	—	20,400	2,285 0	11	—	Foundation and walls brick, roof Calicut tiles, no verandah
1895	Female ward ...	20 by 20	8	55,760	5,354 0	9¾	334 62	Foundation and walls brick, roof Calicut tiles, verandah all round, also passage between wards
1895	Do. ...	20 by 12	4					
1895	Do. ...	20 by 12	4					
1895	Male ward ...	30 by 20	12	62,033	5,914 0	9½	246 42	Foundation and walls brick, roof Calicut tiles, verandah and passage as above
1895	Do. ...	30 by 20	12					
1895	Isolation ward ...	20 by 18	4	22,015	2,091 0	9½	522 75	Foundation and walls brick, roof calicut tiles, verandah all round
1895	Dispenser's quarters and store	—	—	22,400	3,878 0	17	—	Foundation and walls brick, roof Calicut tiles, verandah one side
1895	Dead-house ...	—	—	4,335	720 0	16½	—	Foundation and walls brick, roof Calicut tiles, no verandah
1895	Latrine and covered way	—	—	11,952	3,171 0	26½	—	do.
				198,895	23,413 0	12	532 11	
1900	Ward No. 1 ...	50 by 22	12	57,024	9,123 84	16	760 32	Foundation and walls brick, roof Calicut tiles, verandah all round
1900	Do. 2 ...	34 by 22	8	45,144	7,223 4	16	902 88	do.
1900	Covered way ...	—	—	15,400	2,464 0	16	—	Foundation and walls brick, roof Calicut tiles, no verandah
1900	Attendant's quarters ...	—	—	14,850	2,376 0	16	—	Foundation and walls brick, roof Calicut tiles, verandah one side
				132,418	21,186 88	16	1,059 34	
1900	Nurser's quarters ...	—	—	27,885	5,915 46	21	—	Foundation and walls brick, roof Calicut tiles, verandah all round
1900	Doctor's quarters ...	—	—	18,720	4,697 66	25	—	do.

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
		ft. ft.			Rs. c.		Rs. c.	
	PROVINCE OF SABARAGAMUWA—*contd.*							
	Kolonna Hospital.							
1896	Parangi ward ...	44 by 20	16	45,612	4,136 0	9	258 50	Foundation and walls brick, roof half-round tiles, verandah all round
	Karawanella Hospital.							
1898	Nurse's quarters ...	—	—	22,648	3,225 0	14¼	—	Foundation rubble, walls brick, roof Calicut tiles, verandah three sides
1898	Assistant Medical Officer's quarters ...	—	—	19,382	2,865 0	15	—	do.
1898	Dispenser's quarters ...	—	—	19,382	2,865 0	15	—	do.
1899	Male ward ...	20¾ by 20¾	10	22,230	1,870 96	8½	187 9	do.
1899	Dispensary and office ...	—	—	40,014	3,741 92	9¼	—	do.
1899	Covered way ...	—	—	2,916	559 31	19	—	Foundation rubble, walls brick, roof Calicut tiles, no verandah
1899	Bath and latrine ...	—	—	1,336	285 81	21⅓	—	do.
1899	Ward No. 1 ...	44 by 20¾	16	21,160	2,171 11	10¼	135 63	do.
1899	Do. 2 ...	42 by 20¾	16	20,240	2,037 20	10	127 32	do.
1899	Latrine and bath ...	—	—	1,440	270 80	19	—	do.
1899	Covered way ...	—	—	810	137 89	17	—	do.
				110,146	11,075 0	10	263 69	
	Godakawella Hospital.							
1898	Dispensary ...	—	—	17,248	2,042 0	12	—	Foundation rubble, walls brick, roof Calicut tiles, verandah all round
1898	Medical Officer's quarters	—	—	31,718	4,075 0	12⅔	—	do.
	NORTH-WESTERN PROVINCE.							
	Anamaduwa Hospital.							
1890	Dispensary ...	—	—	26,396	1,200 0	4½	—	Walls wattle and daub, roof cadjan, verandah all round
	Kurunegala Hospital.							
1892	Nurse's quarters ...	—	—	36,592	5,056 0	13¾	—	Foundation and walls brick, roof tile, verandah three sides
1897	Dispensary ...	—	—	16,000	2,800 0	17½	—	Foundation stone, walls brick, roof Calicut tiles, verandah one side
	Puttalam Hospital.							
1893	Male ward ...	20 by 20	6	28,665	2,331 0	8	291 37	Foundation and walls brick, dwarf walls, roof tile, verandah all round
1893	Female ward ...	20 by 10	2					
1893	Covered way ...	—	—	880	120 0	13½	—	Foundation and walls brick, dwarf walls, roof tile, no verandah
1893	Kitchen ...	—	—	5,376	546 0	10	—	Foundation and walls brick, dwarf walls, roof tile, verandah one side
				34,921	2,997 0	8½	374 62	
	Nikaweratiya Hospital.							
1894	Ward No. 1 ...	42 by 20	14	27,720	3,049 20	11	169 40	Foundation and walls brick, dwarf walls, roof tile, verandah all round
1894	Do. 2 ...	14 by 20	4					
1894	Latrine ...	—	—	2,079	251 10	12	—	Foundation and walls brick, dwarf walls, roof tile, full wall, no verandah
				29,799	3,300 30	11	183 35	
1894	Medical Officer's quarters	—	—	34,232	2,699 70	8	—	Foundation and walls brick, dwarf walls, roof tile, verandah all round
1898	Female ward ...	36 by 20	12	35,530	2,988 36	8½	249 3	do.
1898	Dead-house ...	—	—	1,668	416 26	25	—	Foundation and walls brick, dwarf walls, roof tile, no verandah
				37,198	3,404 62	9	283 71	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	NORTH-WESTERN PROVINCE—*contd.*	ft. ft.			Rs. c.		Rs. c.	
	Dandugamuwa Field Hospital.							
1897	Male ward ...	20 by 23½	8	36,133	4,440 58	12⅓	270 5	Foundation and walls brick, roof Calicut tiles, verandah all round
1897	Female ward ...	20 by 11½	4					
	NORTH-CENTRAL PROVINCE.							
	Anuradhapura Hospital.							
1892	Ward No. 1 ...	42 by 20	16	67,184	10,301 54	15½	321 92	Foundation concrete, walls brick, roof half-round tiles, verandah three sides
1892	Do. 2 ...	42 by 20	16					
1892	Do. 3 ...	21 by 20	8	75,582	11,929 38	15⅔	497 6	Foundation concrete, walls brick, roof half-round tiles, verandah all round
1892	Do. 4 ...	21 by 20	8					
1892	Do. 5 ...	21 by 20	8					
1892	Dispensary ...	—	—	9,690	1,453 46	15	—	Foundation concrete, walls brick, roof half-round tiles, verandah two sides
1892	Covered ways, baths, &c.	—	—	17,244	1,680 88	9⅔	—	Foundation concrete, walls brick, roof half-round tiles, no verandah
				169,700	25.365 26	15	452 95	
1894	Nurse's quarters ...	—	—	11,745	1,142 92	9⅔	—	Foundation concrete, walls brick, roof half-round tiles, verandah one side
1894	Dispenser's room, office, &c.	—	—	24,966	2,649 6	10½	—	Foundation concrete, walls brick, roof half-round tiles, verandah two sides
	Maradankadawala.							
1899	Dispenser's quarters ...	—	—	15,982	3,357 60	21	—	Foundation and walls brick, roof round tiles, verandah two sides
	SOUTHERN PROVINCE.							
	Deniyaya Hospital.							
1897	Male ward No. 1 ...	20 by 20	8	19,652	2,967 0	15	370 87	Foundation lime concrete, walls brick, roof Calicut tile, verandah all round
1897	Do. 2 ...	20 by 21	8	32,946	4,240 45	13	265 3	do.
1897	Do. 3 ...	20 by 21	8					
1897	Female ward No. 4 ...	20 by 14¾	6	26,010	3.641 29	14	303 44	do.
1897	Do. 5 ...	20 by 14¾	6					
1897	Latrine and baths ...	—	—	9,828	2,550 0	26	—	Foundation lime concrete, walls brick, roof Calicut tiles, no verandah
1897	Dispensary and quarters	—	—	19,035	3,151 0	16½	—	Foundation lime concrete, walls brick, roof Calicut tiles, verandah two sides
1897	Kitchen and godowns...	—	—	11,340	1,656 0	14½	—	do.
1897	Covered ways ...	—	—	5,940	1,094 40	18½	—	Foundation lime concrete, walls brick, roof Calicut tiles, no verandah
1897	Administration block ...	—	—	19,035	3,151 0	16½	—	Foundation lime concrete, walls brick, roof Calicut tiles, verandah two sides
1897	Nurse's quarters ...	—	—	12,090	2,423 0	20	—	do.
1897	Dead-house ...	—	—	2,088	609 0	29	—	Foundation lime concrete, walls brick, roof Calicut tiles, no verandah
				157,964	25,483 14	16	707 86	
	EASTERN PROVINCE.							
	Kalmunai Hospital.							
1887	Dispensary ...	—	—	17,864	636 50	3½	—	Foundation burnt brick, walls green brick, roof cadjan, verandah all round
1887	Medical Officer's quarters	—	—	38,790	1,663 50	4⅓	—	do.
1888	Ward No. 1 ...	41 by 21	14	47,250	1,377 83	3	59 90	Foundation and pillars brick, walls green brick, roof cadjan, verandah all round
1888	Do. 2 ...	10 by 21	2					
1888	Do. 3 ...	21 by 21	7					
1888	Kitchen, latrine, &c. ...	—	—	9,024	852 17	9½	—	Foundation and pillars brick, walls green brick, roof cadjan, no verandah
				56,274	2,230 0	4	96 95	

No. 6.—Statement showing Cost, &c., of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	EASTERN PROVINCE—*contd.*	ft. ft.			Rs. c.		Rs. c.	
1893	Dispenser's quarters ...	—	—	25,064	1,414 30	5½	—	Foundation and pillars brick, walls green brick, roof cadjan, verandah all round
1893	Parangi ward No. 1 ...	20 by 20	7	26,730	829 82	3	59 27	do.
1893	Parangi ward No. 2 ...	20 by 20	7					
1893	Latrine, &c. ...	—	—	5,597	525 13	9⅔	—	Foundation and pillars brick, walls green brick, roof cadjan, no verandah
				32,327	1,354 95	4	96 78	
1895	Leper ward No. 1 ...	20 by 24	—	32,130	3,743 27	11⅔	—	Foundation and walls brick, roof Calicut tiles, verandah all round
1895	Leper ward No. 2 ...	20 by 24	—					
1895	Kitchen latrine, &c. ...	—	—	7,428	1,806 73	24¼	—	Foundation and walls brick, roof Calicut tiles, no verandah
				39,558	5,550 0	14	—	
1899	Parangi ward No. 1 ...	85 by 22	24	89,452	6,555 5	7¼	273 12	Foundation and walls brick, roof round tiles, verandah all round, half walls
1899	Parangi ward No. 2 ...	56 by 22	16	65,208	4,991 96	7⅔	312 0	Foundation and walls brick, roof round tiles, verandah all round
1899	Covered way, latrine, &c.	—	—	13,152	3,839 50	29	—	Foundation and walls brick, roof round tiles, no verandah
				167,812	15,386 51	9	384 66	
	Batticaloa Hospital.							
1899	Parangi ward No. 1 ...	21 by 22	5	43,845	6,387 88	14½	425 85	Foundation and walls brick, roof round tiles, verandah all round
1899	Parangi ward No. 2 ...	35 by 22	10					
1899	Covered way, latrine, &c.	—	—	9,008	1,612 12	18	—	Foundation and walls brick, roof round tiles, no verandah
				52,853	8,000 0	15	—	
	Maha-oya Hospital.							
1900	Ward No. 1 ...	28 by 20	8	29,325	3,455 85	12	287 99	Foundation and walls stone, roof round tiles, verandah all round
1900	Do. 2 ...	14 by 20	4					
1900	Covered ways, latrine, &c.	—	—	9,858	2,626 8	26⅔	—	Foundation and walls stone, roof round tiles, no verandah
				39,183	6,081 93	15½	506 83	
1900	Dispensary and quarters	—	—	38,935	5,161 52	13¼	—	Foundation and walls stone, roof round tiles, verandah all round
	NORTHERN PROVINCE.							
	Pesalai Hospital.							
1889	Latrine ...	—	—	1,232	428 0	34¾	—	Foundation lime concrete, walls coral, roof round tiles, no verandah
1893	Diarrhœa ward ...	30 by 18	—	21,000	2,400 0	11⅜	—	Foundation lime concrete, walls coral, roof round tiles, verandah three sides
	Mantota Hospital.							
1890	Male ward No. 1 ...	25 by 12½	4	55,341	7,315 10	13	609 59	Foundation lime concrete, walls coral, roof Calicut tiles, verandah all round
1890	Do. 2 ...	25 by 12½	4					
1890	Do. 3 ...	25 by 12½	4					do.
1890	Female ward ...	33 by 22	12	36,720	3,931 0	10⅔	327 58	Foundation lime concrete, walls coral, roof Calicut tiles, no verandah
1890	Latrine ...	—	—	5,016	1,453 50	29	—	Foundation lime concrete, walls coral, roof Calicut tiles, verandah one side
1890	Kitchen ...	—	—	6,720	1.433 0	21⅓	—	Foundation lime concrete, walls coral, roof Calicut tiles, no verandah
1890	Dead-house ...	—	—	1,584	506 50	32	—	
				105,381	14,639 10	14	609 96	
	Vankalai Hospital.							
1891	Ward ...	20 by 12	4	13,260	1,687 0	12⅔	421 75	Foundation lime concrete, walls coral, roof Calicut tiles, verandah all round
1891	Kitchen ...	—	—	2,912	693 0	24	—	Foundation lime concrete, walls coral, roof Calicut tiles, no verandah
1891	Dead-house ...	—	—	3,456	954 0	27	—	do.
				19,628	3,334 0	17	833 50	

No. 6.—Statement showing Cost, &c, of Hospital Buildings—*contd.*

Year.	Building.	Size of Ward.	No. of Beds.	Cubic Contents.	Total Cost.	Cost per Cubic Foot.	Cost per Bed.	Description.
	NORTHERN PROVINCE—*contd.*	ft. ft.			Rs. c.		Rs. c.	
	Hospital, Point Pedro.							
1893	Mortuary ...	—	—	3,248	475 0	14⅔	—	Foundation lime concrete, walls coral, roof flat tiles, no verandah
	Hospital, Puliyadyirikkam.							
1893	Office and dispensary ...	—	—	8,372	1,892 0	22½	—	Foundation lime concrete, walls brick, roof flat tiles, verandah one side
1895	Female ward ...	33 by 21½	12	37,791	3,900 0	10⅓	325 0	Foundation lime concrete, walls brick, roof Calicut tiles, verandah all round
1897	Mortuary ...	—	—	3,248	710 0	21⅔	—	Foundation lime concrete, walls brick, roof flat tile
	Hospital Mannar.							
1896	Ward No. 1 ...	40 by 22	12	123,369	15,078 46	12	418 84	Foundation lime concrete, walls brick, roof Calicut tiles, verandah all round
1896	Do. 2 ...	40 by 22	12					
1896	Do. 3 ...	40 by 22	12					
1896	Kitchen ...	—	—	12,138	1,589 31	13	—	Foundation lime concrete, walls brick, roof Calicut tiles, verandah one side
1896	Latrines ...	—	—	4,992	424 23	8½	—	do.
				140,499	17.092 0	12	474 77	
	Hospital, Vavuniya-Vilankulam.							
1897	Latrines ...	—	—	1,052	413 0	39	—	Foundation lime concrete, walls coral, roof flat tiles, no verandah

No. 7.—The Average Cost per Mile of Road Upkeep in respect of each class of Road in the several Provinces during the Years 1880, 1885, 1890, 1895, 1897, 1898, and 1899.

Province.	1880.	1885.	1890.	1895.	1897.	1898.	1899.
Metal Roads.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Western	991	671	805	729	644	739	726
Central	1,293	457	377	421	462	525	567
Northern	255	140	212	221	242	249	250
Southern	917	357	448	439	364	547	570
Eastern	595	401	519	377	423	440	430
North-Western ...	601	267	446	349	346	366	417
North-Central ...	—	—	509	339	287	354	356
Uva	—	—	602	598	576	616	638
Sabaragamuwa ...	—	—	527	430	437	495	491
Track Metalled Roads.							
Western	—	—	—	—	—	—	—
Central	—	—	—	—	—	—	—
Northern	—	—	—	—	—	—	—
Southern	—	—	—	—	—	—	—
Eastern	—	—	—	—	—	—	—
North-Western ...	—	—	—	—	—	392	374
North-Central ...	—	—	—	—	—	255	288
Uva	—	—	—	—	—	—	—
Sabaragamuwa ...	—	—	—	—	—	—	98
Gravelled Roads.							
Western	347	150	213	228	255	321	269
Central	348	148	131	129	79	189	201
Northern	391	149	157	136	138	187	186
Southern	345	194	231	168	168	89	213
Eastern	273	133	190	216	219	188	240
North-Western ...	339	155	230	241	198	226	213
North-Central ...	268	185	170	124	137	140	118
Uva	—	—	316	274	322	256	339
Sabaragamuwa ...	—	—	132	—	337	75	139
Natural Roads.							
Western	—	32	—	—	—	—	—
Central	292	69	48	71	83	66	84
Northern	119	50	66	60	56	59	62
Southern	319	—	—	41	—	—	—
Eastern	133	64	38	45	22	15	12
North-Western ...	156	55	27	37	29	29	35
North-Central ...	91	93	—	—	—	—	—
Uva	—	—	82	77	69	68	71
Sabaragamuwa ...	—	—	15	53	58	76	99

Return of Roads in charge of Public Works Department, 1880.

Name of Road.	Length in Miles.					Cost of Maintenance during 1880.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
WESTERN PROVINCE.						Rs. c.	Rs. c.	Rs. c.	Rs. c.					Rs. c.	Rs. c.
(Colombo) Wellawatta to Bentota ...	—	—	34	—	34	—	—	29,094 80	29,094 80	—	—	—	—	—	855 72
Grandpass to Avisawella ...	—	—	27	—	27	—	—	21,985 4	21,985 4	—	—	—	—	—	814 26
Grandpass to Toppu ...	—	14	10	—	24	—	5,970 0	5,982 90	11,952 90	—	—	—	—	426 42	598 29
Branch roads in Negombo ...	—	5	—	—	5	—	1,971 53	—	1,971 53	—	—	—	—	394 30	—
Avisawella to Ratnapura ...	—	—	26	—	26	—	—	19,919 95	19,919 95	—	—	—	—	—	766 15
Ratnapura to Pelmadulla ...	—	—	13·25	—	13·25	—	—	32,994 63	32,994 63	—	—	—	—	—	2,490 16
Pelmadulla to Gurukandura ...	—	—	30·50	—	30·50	—	—	78,585 55	78,585 55	—	—	—	—	—	2,576 57
Dolosbage to Rambukkana ...	—	5	15	—	20	—	1,486 0	10,349 74	11,835 74	—	—	—	—	297 20	689 98
Avisawella towards Ginigathena to boundary of Province ...	—	14	12	—	26	—	3,270 0	2,820 33	6,090 33	—	—	—	—	233 57	235 2
Negombo to Giriulla ...	—	20	4	—	24	—	9,965 0	1,993 3	11,958 3	—	—	—	—	498 25	498 25
Kotte road ...	—	7	—	—	7	—	3,499 29	—	3,499 29	—	—	—	—	499 89	—
Veyangoda and Ja-ela roads ...	—	8	17	—	25	—	3,987 0	8,474 19	12,461 19	—	—	—	—	498 37	498 48
Pelmadulla to Rakwana ...	—	—	16	—	16	—	—	14,461 0	14,461 0	—	—	—	—	—	903 81
Rakwana to Gilgarron ...	—	—	13	—	13	—	—	9,163 0	9,163 0	—	—	—	—	—	704 84
Urugodawatta road ...	—	2·50	2·50	—	5	—	1,497 0	2,981 95	4,478 95	—	—	—	—	598 80	1,192 78
Grandpass to Kadugannawa ...	—	—	58·75	—	58·75	—	—	35,146 19	35,146 19	—	—	—	—	—	598 23
Ambepussa to Alawwa ...	—	—	5	—	5	—	—	149 78	149 78	—	—	—	—	—	29 95
Kinadeniya road ...	—	—	3·25	—	3·25	—	—	249 66	249 66	—	—	—	—	—	76 80
Kegalla to Polgahawela ...	—	1·25	6	—	7·25	—	384 0	3,316 9	3,700 9	—	—	—	—	307 20	552 66
Welisara to Ragama ...	—	2·50	2·50	—	5	—	747 0	1,722 2	2,469 2	—	—	—	—	298 80	688 80
Grandpass to the Fort ...	—	—	3·25	—	3·25	—	—	7,906 34	7,906 34	—	—	—	—	—	2,432 72
Fort to Wellawatta ...	—	—	4	—	4	—	—	5,999 4	5,999 4	—	—	—	—	—	1,499 76
Borella to the Customs wharf ...	—	·33	2·67	—	3	—	494 0	5,439 43	5,933 43	—	—	—	—	1,439 39	2,037 23
Approach roads to railway stations on the Moratuwa line ...	—	5	—	—	5	—	1,350 0	—	1,350 0	—	—	—	—	270 0	—
Nambapana road ...	—	8	—	—	8	—	1,750 0	—	1,750 0	—	—	—	—	218 75	—
Diwulpitiya to Mirigama ...	—	8	—	—	8	—	2,378 24	—	2,378 24	—	—	—	—	297 28	—
Roads, Museum grounds ...	—	1	—	—	1	—	283 33	—	283 33	—	—	—	—	283 33	—
Dunagaha road ...	—	11·90	—	—	11·90	—	2,628 64	—	2,628 64	—	—	—	—	220 89	—
Minuwangoda to Kotadeniya ...	—	10·94	—	—	10·94	—	2,523 28	—	2,523 28	—	—	—	—	230 64	—
Minuwangoda to Henaratgoda ...	—	8	—	—	8	—	2,458 24	—	2,458 24	—	—	—	—	307 28	—
Town Hall to Mattakkuliya ...	—	—	3	—	3	—	—	4,650 0	4,650 0	—	—	—	—	—	1,550 0
River side road, Ratnapura ...	—	—	1	—	1	—	—	976 95	976 95	—	—	—	—	—	976 95
Road within the Customs wharf ...	—	—	·33	—	·33	—	—	2,870 38	2,870 38	—	—	—	—	—	8,698 12
Approach roads to Public Works, Surveyor-General's, and Registrar-General's Offices ...	—	·22	—	—	·22	—	440 21	—	440 21	—	—	—	—	2,000 95	—
Road from Horawella to Pellawatta ...	—	10	—	—	10	—	3,496 2	—	3,496 2	—	—	—	—	349 60	—

Roads in Government premises, Kegalla ...	—	·75	—	—	·75	—	109 96	—	109 96	—	—	—	—	146 62	—		
Kirimetiya to Galpota ...	—	4·50	—	—	4·50	—	1,128 50	—	1,128 50	—	—	—	—	250 77	—		
Moratuwa to Junction of Kesbewa road ...	—	3	—	—	3	—	570 0	—	570 0	—	—	—	—	190 0	—		
Total ...	—	150·89	310·00	—	460·89	—	52,387 24	307,231 99	359,619 23	—	—	—	—	347 0	991 0		
NORTH-WESTERN PROVINCE.																	
Polgahawela to Galagedara	—	—	25·50	—	25·50	—	—	18,038 85	18,038 85	—	—	—	—	—	707 39		
Kurunegala to Nikaweratiya	—	17·25	7·75	—	25	—	6,704 14	5,425 0	12,129 14	—	—	—	—	382 84	700 0		
Nikaweratiya to Puttalam	—	19	10	—	29	—	4,718 80	4,700 0	9,418 80	—	—	—	—	248 35	470 0		
Road to Southern salt-pans	—	1·25	3·75	—	5	—	365 0	2,544 32	2,909 32	—	—	—	—	292 0	678 49		
Kurunegala to Beligamuwa	8·50	13	·50	—	22	2,547 41	5,900 0	350 0	8,797 41	—	—	—	299 69	453 84	700 0		
Puttalam to Kala-oya	—	15	8·50	—	23·50	—	6,337 72	5,092 0	11,429 72	—	—	—	—	422 51	599 5		
Puttalam to Maturankuli	—	3·50	4·50	—	8	—	198 0	593 66	791 66	—	—	—	—	56 57	131 92		
Maturankuli to Toppu	7	41	—	—	48	1,746 0	14,443 49	—	16,189 49	—	—	—	249 43	352 28	—		
Puttalam to Madurugama	41	—	—	—	41	1,182 26	—	—	1,182 26	—	—	—	28 83	—	—		
Kurunegala to Giriulla	—	22·50	—	—	22·50	—	7,998 88	—	7,998 88	—	—	—	—	355 50	—		
Padeniya to Siyambalagama	33	—	—	—	33	8,497 32	—	—	8,497 32	—	—	—	257 48	—	—		
Road to Fort salt stores, Puttalam ...	—	—	·25	—	·25	—	—	129 52	129 52	—	—	—	—	—	518 8		
Road to Western salt-pans	—	·75	·75	—	1·50	—	64 0	189 22	253 22	—	—	—	—	85 33	252 29		
Road to Southern salt-pans	—	—	·50	—	·50	—	—	240 93	240 93	—	—	—	—	—	481 86		
Haramulla to Madampe	—	27	—	—	27	—	7,654 11	—	{ 2,348 92 / 5,305 19 }	—	—	—	—	283 48	—		
Total ...	89·50	160·25	62·0	—	311·75	13,972 99	54,384 14	37,303 50	105,660 63	—	—	—	156 0	339 0	661 0		
SOUTHERN PROVINCE.																	
Bentota to Goyyapana	—	—	43	—	43	—	—	37,566 6	37,566 6	—	—	—	—	—	873 62		
Goyyapana to Kemagoda	—	11·50	18·50	—	30	—	—	21,000 28	21,000 28	—	—	—	—	—	700 0		
Matara new entrance	—	—	1·25	—	1·25	—	—	1,245 63	1,245 63	—	—	—	—	—	996 52		
Kemagoda to Hambantota	12	16	5	—	33	3,833 0	10,426 16	4,650 0	18,909 16	—	—	—	319 41	651 63	930 0		
Galle to Immaduwa	—	—	12	—	12	—	—	10,748 26	10,748 26	—	—	—	—	—	895 68		
Immaduwa limits and Wiharahena ...	—	—	42·75	—	42·75	—	—	36,835 68	36,835 68	—	—	—	—	—	861 65		
Dodanduwa to Baddegama	—	7	—	—	7	—	2,053 75	—	2,053 75	—	—	—	—	293 39	—		
Matara to Hakmana	—	16	—	—	16	—	7,497 18	—	7,497 18	—	—	—	—	468 57	—		
Hambantota towards Tanamalwila ...	—	29	—	—	29	—	8,988 78	—	6,988 78	—	—	—	—	309 95	—		
Lewaya road from Hambantota to Bundala ...	—	8·50	—	—	8·50	—	1,436 0	—	1,436 0	—	—	—	—	168 94	—		
Principal road within the Municipality of Galle	—	—	4·75	—	4·75	—	—	4,649 33	4,649 33	—	—	—	—	—	978 80		
Total ...	12	88	127·25	—	227·25	3,833 0	30,401 87	116,695 24	150,930 11	—	—	—	319 0	345 0	917 0		
EASTERN PROVINCE.																	
Gravets of Trincomalee	—	20·75	—	—	20·75	—	5,681 97	—	5,681 97	—	—	—	—	273 83	—		
Trincomalee to Kittuluttu	—	29	—	—	29	—	8,695 34	—	8,695 34	—	—	—	—	299 83	—		
Coast road, Trincomalee District ...	71	11	—	—	82	2,384 33	2,393 0	—	4,777 33	—	—	—	33 58	217 54	—		
Trincomalee towards Anuradhapura ...	16·75	10·25	—	—	27	2,562 96	1,640 0	—	4,202 96	—	—	—	154 80	160 0	—		
Coast road, Batticaloa District ...	152·50	—	—	—	152·50	27,664 16	—	—	27,664 16	—	—	—	—	—	—		
Maduru-oya to Eraur, Badulla ...	—	13·25	31	—	44·25	—	4,490 0	18,458 69	22,948 69	—	—	—	—	338 86	955 44		

13,472/1

Return of Roads, &c.—*contd.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1880.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
Kiddanki to Kalmunai	—	2	—	—	2	—	576 0	—	576 0	—	—	—	—	288 0	—
Kalkuda road	—	3·50	—	—	3·50	—	923 84	—	923 84	—	—	—	—	263 95	—
Karativu to Sammanturai	7	5	—	—	12	360 0	1,500 0	—	1,860 0	—	—	—	51 42	300 0	—
Punkuduveli road	—	1·50	—	—	1·50	—	443 0	—	443 0	—	—	—	—	295 33	—
Total ...	247·25	96·25	31	—	374·50	32,971 45	26,343 15	18,458 69	77,773 29	—	—	—	133 0	273 0	595 0
NORTHERN PROVINCE.															
Gravets of Jaffna ...	—	—	39	—	39	—	—	6,205 93	{ 5,206 57 999 36 }	—	—	—	—	—	159 12
Semmani road	—	—	4	—	4	—	—	799 49	799 49	—	—	—	—	—	199 87
Jaffna to Karaitivu	—	—	13·50	—	13·50	—	—	2,698 93	2.698 93	—	—	—	—	—	199 92
Punnalai road	—	—	10	—	10	—	—	1,998 9	1,998 9	—	—	—	—	—	199 80
Kankesanturai road	—	—	11·50	—	11·50	—	—	4,597 29	4,597 29	—	—	—	—	—	399 76
Manippay to Kaitadi	—	—	8	—	8	—	—	1,757 23	1,757 23	—	—	—	—	—	219 65
Jaffna and Point Pedro road	—	—	21	—	21	—	—	4,199 0	4,199 0	—	—	—	—	—	199 95
Jaffna and Kaitadi (1st section) ...	—	—	6	—	6	—	—	1,799 81	1.799 81	—	—	—	—	—	299 96
Vankkaiyaru to Kayts	—	—	7·50	—	7·50	—	—	1,349 36	1.349 36	—	—	—	—	—	179 91
Point Pedro to Punalai	—	—	24·50	—	24·50	—	—	3,598 62	3,598 62	—	—	—	—	—	146 88
Point Pedro to Kodikamam	—	—	8·50	—	8·50	—	—	2,546 43	2,546 43	—	—	—	—	—	299 58
Vallai to Valluveditturai	—	—	3·50	—	3·50	—	—	524 14	524 14	—	—	—	—	—	149 75
Kaitadi to Elephant Pass (2nd section) ..	—	—	27	—	27	—	—	13,497 9	13,497 9	—	—	—	—	—	499 96
Kanakarayan to Galkandamadu ...	—	28	—	—	28	—	12,593 53	—	12,593 53	—	—	—	—	449 76	—
Mullaittivu to Central road (old trace) ..	27	—	—	—	27	1,611 50	—	—	1,611 50	—	—	—	55 61	—	—
Coast road to Colombo	69	—	—	—	69	4,139 27	—	—	{ 1,199 87 2,939 40 }	—	—	—	59 68	—	—
Yakwewa to Pesalai	54·75	—	—	—	54·75	9,063 26	—	—	9,063 26	—	—	—	165 53	—	—
Puttur to Kodikamam	—	—	8·50	—	8·50	—	—	1,868 80	1,868 80	—	—	—	—	219 85	—
Elephant Pass to Kanakarayan (3rd section, new trace)	—	25	9	—	34	—	10,846 98	6,750 0	17,596 98	—	—	—	—	433 87	750 0
Central road to Mullaittivu (new trace) ...	26·50	2	2	—	30·50	6,177 4	492 0	656 0	7,325 4	—	—	—	233 8	246 0	328 0
Vavuniya-Vilankulam towards Horawapotana	—	6	—	—	6	—	730 80	—	730 80	—	—	—	—	121 80	—
Achchuveli to Tondaimannaru ...	—	3·50	—	—	3·50	—	575 25	—	575 25	—	—	—	—	164 35	—
Pannaitturai to Velanai	—	—	7·50	—	7·50	—	—	998 0	998 0	—	—	—	—	—	133 6
Chavakachcheri to Karaveddi ...	—	—	12	—	12	—	—	1,982 50	1,982 50	—	—	—	—	—	165 20
Karanavai to Tunnalai	—	—	5·50	—	5·50	—	—	910 0	910 0	—	—	—	—	—	165 45
Tilippalai to Pandatiruppu	—	—	4·50	—	4·50	—	—	735 25	735 25	—	—	—	—	—	162 27
Drainage channels, Jaffna	10	—	—	—	10	1,400 0	—	—	1,400 0	—	—	—	140 0	—	—
Total ..	187·25	64·50	233	—	484·75	22,391 7	25,238 56	59,471 96	107,101 59	—	—	—	119 0	391 0	255 0

CENTRAL PROVINCE.																					
Kadugannawa to Peradeniya ...	...	—	—	6	—	6	—	—	4,673	62	4,673	62	—	—	—	—	—	778	93		
Peradeniya to Gampola ...	...	—	—	9·50	—	9·50	—	—	9,476	17	9,476	17	—	—	—	—	—	997	49		
Gampola to Baker's Farm ...	...	—	—	38	—	38	—	—	56,191	31	56,191	31	—	—	—	—	—	1,478	71		
Baker's Farm to Badulla ...	...	—	—	34	—	34	—	—	42,929	57	42,929	57	—	—	—	—	—	1,262	63		
Gampola to Ginigathena ...	...	—	—	18·50	—	18·50	—	—	28,024	24	28,024	24	—	—	—	—	—	1,514	82		
Katugastota to Galagedara ...	...	—	—	·10	—	10	—	—	7,156	72	7,156	72	—	—	—	—	—	715	67		
Katugastota to Balakaduwa ...	...	—	—	7·50	—	7·50	—	—	12,565	43	12,565	43	—	—	—	—	—	1,675	38		
Kandy to Haragama ...	...	—	—	8·50	—	8·50	—	—	7,715	92	7,715	92	—	—	—	—	—	907	75		
Ginigathena towards Kitulgala to boundary of Province ...	...	—	—	8	—	8	—	—	3,196	85	3,196	85	—	—	—	—	—	399	60		
Nawalapitiya to Tispane ...	...	—	—	10·39	—	10·39	—	—	21,818	4	21,818	4	—	—	—	—	—	2,099	90		
Katugastota to Teldeniya and Galmal-oya	...	—	—	17	—	17	—	—	15,361	0	15,361	0	—	—	—	—	—	903	58		
Teldeniya to Rangalla ...	...	—	—	9·75	—	9·75	—	—	6,710	50	6,710	50	—	—	—	—	—	688	24		
Madawala and Madulkele ...	...	—	—	14	—	14	—	—	20,264	17	20,264	17	—	—	—	—	—	1,447	44		
Dimbula road ...	...	—	—	25·75	—	25·75	—	—	64,454	37	64,454	37	—	—	—	—	—	2,503	8		
Dikoya road ...	...	—	—	26·41	—	26·41	—	—	61,008	86	61,008	86	—	—	—	—	—	2,310	6		
Pundalu-oya road ...	...	—	—	9·25	—	9·25	—	—	6,936	78	6,936	78	—	—	—	—	—	749	92		
Pupuressa road ...	...	—	—	10	—	10	—	—	5,822	40	5,822	40	—	—	—	—	—	582	24		
Dotale road ...	...	—	—	10·25	—	10·25	—	—	9,474	73	9,474	73	—	—	—	—	—	924	36		
Madulkele to Kabaragala ...	...	—	—	3·25	—	3·25	—	—	1,869	86	1,869	86	—	—	—	—	—	575	34		
Madulkele to Bambara-ela ...	...	—	—	7·75	—	7·75	—	—	9,387	50	9,387	50	—	—	—	—	—	1,211	29		
Haldummulla to Mahawilla ...	...	—	—	14	—	14	—	—	19,692	0	19,692	0	—	—	—	—	—	1,406	57		
Deltota road ...	...	—	—	19	—	19	—	—	13,940	5	13,940	5	—	—	—	—	—	733	68		
Kotagal-oya road ...	...	—	—	2·07	—	2·07	—	—	2,393	38	2,393	38	—	—	—	—	—	1,156	21		
Belgravia bridge road ...	...	—	—	·27	—	·27	—	—	323	81	323	81	—	—	—	—	—	1,199	29		
Maskeliya road ...	...	—	—	10·33	—	10·33	—	—	16,525	36	16,525	36	—	—	—	—	—	1,599	74		
Lorne road ...	...	—	—	5·85	—	5·85	—	—	5,433	72	5,433	72	—	—	—	—	—	928	84		
Walaha road ...	...	—	—	1·91	—	1·91	—	—	2,115	6	2,115	6	—	—	—	—	—	1,107	36		
Mahawilla to Wellawaya ...	...	—	8	—	—	8	—	4,732	0	—	4,732	0	—	—	—	—	591	50	—		
Dikwella to Naula ...	...	—	—	5·50	—	5·50	—	—	9,906	5	9,906	5	—	—	—	—	—	1,801	10		
Naula to Gurukandura ...	...	—	—	29	—	29	—	—	67,784	37	67,784	37	—	—	—	—	—	2,337	39		
Badulla to Maduru-oya ...	...	—	—	49·50	—	49·50	—	—	49,581	58	49,581	58	—	—	—	—	—	1,001	64		
Balakaduwa to Matale ...	...	—	—	7	—	7	—	—	12,412	35	12,412	35	—	—	—	—	—	1,773	19		
Matale to Rattota ...	...	—	—	6·75	—	6·75	—	—	4,313	50	4,313	50	—	—	—	—	—	639	3		
Haragama to Kurundu-oya ...	...	—	8	20·50	—	28·50	—	5,756	0	21,456	18	27,212	18	—	—	—	719	50	1,046	64	
Naula to Tanamalvila ...	...	—	35	7	—	42	8,691	54	1,738	31	—	10,429	85	—	—	—	248	33	248	33	—
Badulla to Taldena ...	...	—	8	2	—	10	—	2,481	59	620	38	3,101	97	—	—	—	—	310	19	310	19
Dikwella to Madulla ...	...	7	9	—	—	16	1,029	56	1,323	69	—	2,353	25	—	—	—	147	8	147	8	—
Matale to Dambulla ...	...	—	24·54	8	—	32·54	—	17,627	77	5,746	64	23,374	41	—	—	—	—	718	33	718	33
Beligamuwa to Mirisgoni-oya ...	...	14·75	—	—	—	14·75	3,604	8	—	—	3,604	8	—	—	—	—	244	34	—	—	
Mirisgoni-oya to Migaswewa ...	...	—	10·22	—	—	10·22	—	1,991	67	—	1,991	67	—	—	—	—	—	194	·87	—	
Nuwara Eliya bazaar road ...	...	—	—	1	—	1	—	—		992	44	992	44	—	—	—	—	—		992	44
Lake road, Nuwara Eliya ...	...	—	2·75	—	—	2·75	—	1,161	0	—	1,161	0	—	—	—	—	—	422	18	—	
Uda Pussellwa road ...	...	—	—	5·84	—	5·84	—	—		5,497	93	5,497	93	—	—	—	—	—		941	42
Wanarajah road, Dikoya (Government moiety)		—	—	2·50	—	2·50	—	—		2,238	81	2,238	81	—	—	—	—	—		895	52
Laggala tavalam road ...		24	—	—	—	24	1,177	83	—	—		1,177	83	—	—	—	49	7	—	—	
Lady Horton's walk and connected path (Government grant) ...	...	—	—	—	—	—	—	—	—	—		—		—	—	—	—	—	—	—	
Bathford Valley road ...	...	—	—	4·25	—	4·25	—	—		4,745	69	4,745	69	—	—	—	—	—		1,116	39
Railway gorge road ...	...	—	—	3	—	3	—	—		3,355	67	3,355	67	—	—	—	—	—		1,118	55

Return of Roads, &c.—*contd.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1880.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
CENTRAL PROVINCE—*contd.*						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Dolosbage road (1st section)	—	—	4	—	4	—	—	3,818 52	3,818 52	—	—	—	—	—	954 63
Dolosbage road (2nd section)	—	—	6·25	—	6·25	—	—	5,984 50	5,984 50	—	—	—	—	—	957 52
Wattegama road	—	—	1·85	—	1·85	—	—	1,849 76	1,849 76	—	—	—	—	—	999 87
Moon Plain road, Nuwara Eliya ...	—	2·50	—	—	2·50	—	1,061 0	—	1,061 0	—	—	—	—	424 40	—
Approach to Gampola railway station ...	—	—	·25	—	·25	—	—	320 0	320 0	—	—	—	—	—	1,280 0
Dimbulla-Dikoya junction	—	—	6	—	6	—	—	7,138 2	7,138 2	—	—	—	—	—	1,189 67
Iriyagama road	6	—	—	—	6	599 66	—	—	599 66	—	—	—	99 94	—	—
Ampitiya road	—	5·50	—	—	5·50	—	1,618 59	—	1,618 59	—	—	—	—	294 28	—
Maskeliya road, Brownlow to Laxapana ...	—	—	1	—	1	—	—	977 51	977 51	—	—	—	—	—	977 51
Dimbulla road between Agras and Coffee Company's land	—	—	6·01	—	6·01	—	—	2,975 5	2,975 5	—	—	—	—	—	495 1
Kandapola-Uda Pussellawa road ...	—	—	6	—	6	—	—	5,994 53	5,994 53	—	—	—	—	—	999 8
Total ...	51·75	113·51	520·43	—	685·69	15,102 67	39,491 62	673,170 90	727,765 19	—	—	—	292 0	348 0	1,293 0
NORTH-CENTRAL PROVINCE.															
Migaswewa to Kituluttu	—	30·53	—	—	30·53	—	5,583 82	—	5,583 82	—	—	—	—	182 89	—
Mirisgoni-oya to Galkandamadu ...	—	61·25	—	—	61·25	—	20,846 31	—	20,846 31	—	—	—	—	340 51	—
Kala-oya to Galgodahinna	31·25	33	—	—	64·25	3,733 31	7,960 0	—	11,693 31	—	—	—	119 46	241 21	—
Anuradhapura to Kalâ-oya	15	3	—	—	18	1,748 33	724 0	—	2,472 33	—	—	—	116 55	241 33	—
Galkulam road through Mihintale to Rambewa	7·25	5·75	—	—	13	780 0	1,124 47	—	1,904 47	—	—	—	107 58	195 56	—
Madawachchi to Yakwewa	9·25	—	—	—	9·25	1,102 91	—	—	1,102 91	—	—	—	119 23	—	—
Horawapotana towards Vavuniya-Vilankulam	23	—	—	—	23	399 43	—	—	399 43	—	—	—	17 36	—	—
Inner Circular road, Anuradhapura ...	—	1·75	—	—	1·75	—	437 95	—	437 95	—	—	—	—	250 2	—
Outer Circular road, Anuradhapura ...	1·75	4·50	—	—	6·25	210 0	765 33	—	975 33	—	—	—	120 0	170 7	—
Approach roads to public buildings ...	—	·90	—	—	·90	—	223 75	—	223 75	—	—	—	—	248 61	—
Total ...	87·50	140·68	—	—	228·18	7,973 98	37,665 63	—	45,639 61	—	—	—	91 0	268 0	—

Abstract.

	Length in Miles.				Total Cost of Maintenance during 1880.
	Natural.	Gravelled.	Metalled.	Total.	
					Rs. c.
Western Province	—	150·89	310	460·89	359,619 0
North-Western Province	89·50	160·25	62	311·75	105,660 0
Southern Province	12	88	127·25	227·25	150,930 0
Eastern Province	247·25	96·25	31	374·50	77,773 0
Northern Province	187·25	64·50	233	484·75	107,101 0
Central Province	51·75	113·51	520·43	685·69	727,765 0
North-Central Province	87·50	140·68	—	228·18	45,639 0
Total ...	675·25	814·08	1,283·68	2,773·01	1,574,487 0*

*Average cost per mile Rs. 568.

Average Cost per Mile of Road Upkeep in the several Provinces.

	Metalled.	Track Metalled.	Gravelled.	Natural.	General Average.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province	991 0	—	347 0	—	780 0
North-Western Province	601 0	—	339 0	156 0	339 0
Southern Province	917 0	—	345 0	319 0	664 0
Eastern Province	595 0	—	273 0	133 0	207 0
Northern Province	255 0	—	391 0	119 0	221 0
Central Province	1,293 0	—	348 0	292 0	1,061 0
North-Central Province	—	—	268 0	91 0	200 0

Return of Roads in charge of Public Works Department, 1885.

Name of Road.	Length in Miles.					Cost of Maintenance during 1885.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.			Rs. c.	Rs. c.	Rs. c.
WESTERN PROVINCE.															
Colombo Municipality.															
Fort to Wellawatta	—	—	4	—	4	—	—	5,174 94	5,174 94	—	—	—	—	—	1,293 73
Fort to Grandpass	—	—	3·25	—	3·25	—	—	5,706 14	5,706 14	—	—	—	—	—	1,755 73
Borella to Customs wharf	—	—	3	—	3	—	—	3,578 35	3,578 35	—	—	—	—	—	1,192 78
Town Hall to Mattakkuliya	—	—	3	—	3	—	—	3,284 93	3,284 93	—	—	—	—	—	1,094 97
Approach roads to offices of the Departments of Public Works, Surveyor-General, and Registrar-General	—	·22	—	—	·22	—	377 37	—	377 37	—	—	—	—	1,715 31	—
Roads within the Customs premises ...	—	—	·33	—	·33	—	—	2,525 84	2,525 84	—	—	—	—	—	7,654 6
Colombo District beyond Municipality															
Wellawatta to Digarolla bridge ...	—	—	8	—	8	—	—	4,998 66	4,998 66	—	—	—	—	—	624 83
Grandpass to Dandugama	—	·50	12	—	12·50	—	126 0	4,334 28	4,460 28	—	—	—	—	252 0	361 19
Grandpass to 34th milepost, Kandy road ...	—	—	30·75	—	30·75	—	—	6,886 47	6,886 47	—	—	—	—	—	223 95
Grandpass to Avisawella	—	—	27	—	27	—	—	26,713 47	26,713 47	—	—	—	—	—	989 38
Welisara to Ragama	—	—	5	—	5	—	—	1,198 75	1,198 75	—	—	—	—	—	239 75
Kelaniya to Biyagama	—	—	8	—	8	—	—	1,491 90	1,491 90	—	—	—	—	—	186 48
Dematagoda to Wellampitiya ...	—	1·50	—	—	1·50	—	407 97	—	407 97	—	—	—	—	271 98	—
Urugodawatta road	—	—	5	—	5	—	—	4,306 83	4,306 83	—	—	—	—	—	861 36
Kotte road	—	7	—	—	7	—	2,520 0	—	2,520 0	—	—	—	—	360 0	—
Hânwella to Bope	—	8	—	—	8	—	1,197 93	—	1,197 93	—	—	—	—	149 74	—
Branch roads, Dematagoda ...	—	·44	—	—	·44	—	51 45	—	51 45	—	—	—	—	116 93	—
Negombo District.															
Dandugama to Toppu	—	11·50	—	—	11·50	—	4,534 38	—	4,534 38	—	—	—	—	394 29	—
Roads in Negombo	—	5	—	—	5	—	1,731 69	—	1,731 69	—	—	—	—	346 33	—
Negombo to Giriulla	—	23·50	—	—	23·50	—	3,422 82	—	3,422 82	—	—	—	—	145 65	—
Veyangoda and Ja-ela roads ...	—	25·33	—	—	25·33	—	3,799 0	—	3,799 0	—	—	—	—	149 98	—
Kinadeniya road	—	—	3·25	—	3·25	—	—	197 27	197 27	—	—	—	—	—	60 69
Diwulpitiya to Mirigama	—	8	—	—	8	—	798 46	—	798 46	—	—	—	—	99 80	—
Minuwangoda to Kotadeniyawa ...	—	10·94	—	—	10·94	—	1,084 30	—	1,084 30	—	—	—	—	99 11	—
Dunagaha road	—	11·90	—	—	11·90	—	1,155 89	—	1,155 89	—	—	—	—	97 13	—
Minuwangoda to Henaratgoda ...	—	8·10	—	—	8·10	—	772 38	—	772 38	—	—	—	—	95 35	—
Kalutara District.															
Digarolla bridge to Bentota	—	—	26	—	26	—	—	10,618 41	10,618 41	—	—	—	—	—	408 40
Horawela to Pelawatta	—	10	—	—	10	—	1,432 17	—	1,432 17	—	—	—	—	143 21	—
Neboda to Tebuwana	—	6	—	—	6	—	297 58	—	297 58	—	—	—	—	49 59	—
Moratuwa to junction of Kesbewa road ...	—	3	—	—	3	—	299 88	—	299 88	—	—	—	—	99 96	—

Kirimetiya to Galpota	—	4·50	—	—	4·50	—	401	81	—	401	81	—	—	—	—	89	29	—
Approach roads to railway stations, Kalutara line	—	5	—	—	5	—	761	28	—	761	28	—	—	—	—	152	25	—
Kegalla District.																		
Thirty-fourth milepost, Kandy road to Kadugannawa	—	—	28	—	28	—	—		6,557	7	6,557	7	—	—	—	—	—	234	18
Dolosbage to Rambukkana	—	5	15	—	20	—	986	0	3,048	5	4,034	5	—	—	—	—	199	20	203	20
Kegalla to Polgahawela	—	—	7·25	—	7·25	—	—		2,231	13	2,231	13	—	—	—	—	—		307	74
Avisawella towards Ginigathena ...	—	26	—	—	26	—	1,875	79	—		1,875	79	—	—	—	—	72	14	—	
Ambepussa to Alawwa	—	—	5	—	5	—	—		142	33	142	33	—	—	—	—	—		28	46
Ruwanwella to Bulatkohopitiya ...	—	—	9·20	—	9·20	—	—		1,374	59	1,374	59	—	—	—	—	—		149	41
Roads in Government premises, Kegalla ...	—	1·50	—	—	1·50	—	99	9	—		99	9	—	—	—	—	66	6	—	
Ratnapura District.																		
Avisawella to Ratnapura	—	—	26	—	26	—	—		25,730	89	25,730	89	—	—	—	—	—		989	64
Ratnapura to Pelmadulla	—	—	13·25	—	13·25	—	—		21,047	65	21,047	65	—	—	—	—	—		1,513	3
Pelmadulla to Gurukandura	—	—	30·50	—	30·50	—	—		52,867	49	52,867	49	—	—	—	—	—		1,733	36
Nambapana road	—	10	—	—	10	—	938	12	—		938	12	—	—	—	—	93	81	—	
Riverside road, Ratnapura	—	—	1	—	1	—	—		294	40	294	40	—	—	—	—	—		294	40
Kukulu korale, Tavalam road... ...	6	—	—	—	6	195	0	—	—		195	0	—	—	—	32	50	—	—	
Pelmadulla to Gilgarron	—	—	28	—	28	—	—		8,400	0	8,400	0	—	—	—	—	—		300	0
Total ...	6	192·93	301·78	—	500·71	195	0	29,071	36	202,709	84	231,976	20	—	—	—	32	50	150	68	671	71
NORTH-WESTERN PROVINCE.																		
Polgahawela to Galagedara	—	—	25·50	—	25·50	—	—		9,713	88	9,713	88	—	—	—	—	—		380	93
Kurunegala to Nikaweratiya	—	17·25	7·75	—	25	—	6,890	74	3,820	0	10,710	74	—	—	—	—	399	46	492	90
Nikaweratiya to Puttalam	—	8·75	20·25	—	29	—	951	0	3,398	65	4,349	65	—	—	—	—	108	91	167	83
Puttalam to north salt-pans and Tilliady ...	—	1·25	3·75	—	5	—	268	0	1,351	3	1,619	3	—	—	—	—	214	40	360	27
Kurunegala to Beligamuwa	8·25	13·25	·50	—	22	647	0	1,436	18	115	0	2,198	18	—	—	—	78	42	108	39	230	0
Puttalam to Kala-oya	—	15	8·50	—	23·50	—	—	3,502	93	—		3,502	93	—	—	—	—		149	6	—	
Puttalam to Maturankuli	—	3·50	4·50	—	8	—	—	330	0	469	17	799	17	—	—	—	—		94	28	104	26
Maturankuli to Toppu	—	48	—	—	48	—	—	4,795	41	—		4,795	41	—	—	—	—		99	90	—	
Puttalam to Madurugama	41	—	—	—	41	1,020	75	—		—		1,020	75	—	—	—	24	89	—		—	
Kurunegala to Giriulla	—	22·50	—	—	22·50	—	—	2,248	76	—		2,248	76	—	—	—	—		99	94	—	
Padeniya to Siyambalagama	23	10	—	—	33	1,716	90	1,360	0	—		3,076	90	—	—	—	74	64	136	0	—	
Road round Fort salt stores	—	—	·25	—	·25	—	—	—		141	65	141	65	—	—	—	—		—		566	60
Road to Western salt-pans	—	·75	·75	—	1·50	—	60	0	84	97	144	97	—	—	—	—	80	0	113	29
Road to Southern salt-pans	—	—	·50	—	·50	—	—		244	79	244	79	—	—	—	—	—		489	58
Narammulla to Dummalasuriya ...	6·75	20·25	—	—	27	985		3,054	94	—		2,764 1,275	48 46	—	—	—	145	91	150	86	—	
Total ...	·79	160·50	72·25	—	311·75	4,369	65	24,897	96	19,339	14	48,606	75	—	—	—	55	31	155	12	267	66
SOUTHERN PROVINCE.																		
Bentota to Goyyapana	—	—	43	—	43	—	—		13,244	0	13,244	0	—	—	—	—	—		308	0
Road within the Municipality of Galle ...	—	—	4·75	—	4·75	—	—		4,980	93	4,980	93	—	—	—	—	—		1,048	61
Goyyapana to Kemagoda	—	11·50	18·50	—	30	—	2,540	0	8,296	10	10,836	10	—	—	—	—	220	86	448	43
Kemagoda to Hambantota	—	28	5	—	33	—	5,503	52	2,495	0	7,998	52	—	—	—	—	196	55	499	0

Return of Roads, &c.—*contd.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1885.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Lewaya road from Hambantota to Bundala ...	—	8·50	—	—	8·50	—	846 96	—	846 96	—	—	—	—	99 64	—
Galle to Immaduwa ...	—	—	12	—	12	—	—	4,429 4	4,429 4	—	—	—	—	—	369 8
Immaduwa to Wiharahena ...	—	—	42	—	42	—	—	11,250 24	11,250 24	—	—	—	—	—	267 85
Dodanduwa to Baddegama ...	—	7	—	—	7	—	1,998 51	—	1,998 51	—	—	—	—	285 50	—
Matara to Hakmana ...	—	16	—	—	16	—	4,140 69	—	4,140 69	—	—	—	—	258 79	—
Matara new entrance ...	—	—	1·25	—	1·25	—	—	490 83	490 83	—	—	—	—	—	392 66
Hambantota to Tanamalwila (new trace) ...	—	28·50	—	—	28·50	—	4,272 11	—	4,272 11	—	—	—	—	149 89	—
Total ...	—	99·50	126·50	—	226	—	19,301 79	45,186 14	64,487 93	—	—	—	—	193 98	357 20
EASTERN PROVINCE.															
Gravets of Trincomalee ...	—	20·75	—	—	20·75	—	3,502 50	—	3,502 50	—	—	—	—	168 76	—
Trincomalee to Kittuluttu ...	—	29	—	—	29	—	4,341 12	—	4,341 12	—	—	—	—	149 68	—
Coast road, Trincomalee District ...	71	11	—	—	82	2,987 6	1,507 0	—	4,494 6	—	—	—	42 7	137 0	—
Coast road, Batticaloa District ...	77·25	44·50	21	—	142·75	6,854 38	3,770 0	3,561 50	14,185 88	—	—	—	88 72	84 72	169 59
Trincomalee to Galagodahena ...	14	8·50	—	—	22·50	854 15	1,378 0	—	2,232 15	—	—	—	61 1	162 11	—
Maduru-oya to Eraur, Badulla-Batticaloa road	—	5·25	39	—	44·25	—	883 0	20,502 89	21,385 89	—	—	—	—	168 19	525 71
Kiddauke to Kalmunai ...	—	2	—	—	2	—	398 20	—	398 20	—	—	—	—	199 10	—
Kalkuda road ...	—	3·50	—	—	3·50	—	346 52	—	346 52	—	—	—	—	99 0	—
Karaitivu to Sammanturai and Veriyadi ...	5·50	6·50	—	—	12	161 0	1,332 96	—	1,493 96	—	—	—	29 27	205 7	—
Punkuduveli road ...	—	1·50	—	—	1·50	—	148 65	—	148 65	—	—	—	—	99 10	—
Total ...	167·75	132·50	60	—	360·25	10,856 59	17,607 95	24,064 39	52,528 93	—	—	—	64 71	132 88	401 7
NORTHERN PROVINCE.															
Gravets of Jaffna ...	—	—	39	—	39	—	—	5,843 94	5,843 94	—	—	—	—	—	149 84
Semmani road ...	—	—	4	—	4	—	—	667 40	667 40	—	—	—	—	—	166 85
Jaffna to Karaitivu ...	—	—	13·50	—	13·50	—	—	1,808 4	1,808 4	—	—	—	—	—	133 92
Punnalai road ...	—	—	10	—	10	—	—	1,373 36	1,373 36	—	—	—	—	—	137 33
Jaffna to Kankesanturai ...	—	—	11·50	—	11·50	—	—	2,296 35	2,296 35	—	—	—	—	—	199 68
Point Pedro to Punnalai ...	—	—	24·50	—	24·50	—	—	1,724 52	1,724 52	—	—	—	—	—	70 38
Jaffna and Point Pedro road ...	—	—	21	—	21	—	—	3,116 57	3,116 57	—	—	—	—	—	148 40
Point Pedro to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,294 7	1,294 7	—	—	—	—	—	152 24
Puttur to Kodikamam ...	—	—	8·50	—	8·50	—	—	718 43	718 43	—	—	—	—	—	84 52
Manippay to Kaitadi ...	—	—	8	—	8	—	—	1,168 63	1,168 63	—	—	—	—	—	146 7
Chavakachcheri to Karaveddi ...	—	—	12	—	12	—	—	827 15	827 15	—	—	—	—	—	68 92
Karanavai to Tunnalai ...	—	—	5·50	—	5·50	—	—	387 60	387 60	—	—	—	—	—	70 47
Tilippalai to Pandatiruppu ...	—	—	4·50	—	4·50	—	—	336 83	336 83	—	—	—	—	—	74 85
Achchuveli to Tondaimannaru ...	—	—	3·50	—	3·50	—	—	279 16	279 16	—	—	—	—	—	79 76

Drainage channels, Jaffna	10	—	—	—	10	690 8	—	—	690 84	—	—	—	69 8	—	—	
Vallai to Valluveditturai	—	—	3·50	—	3·50	—	—	348 98	348 98	—	—	—	—	—	99 70	
Pannaitturai to Velanai	—	—	7·50	—	7·50	—	—	335 96	335 96	—	—	—	—	—	44 79	
Valukkaiyaru to Kayts	—	—	7·50	—	7·50	—	—	559 43	559 43	—	—	—	—	—	74 59	
Jaffna and Kaitadi (1st section, Central road)	—	—	6	—	6	—	—	1,409 67	1,409 67	—	—	—	—	—	234 94	
Kaitadi and Elephant Pass (2nd section, Central road)	—	—	27	—	27	—	—	6,233 94	6,233 94	—	—	—	—	—	230 91	
Elephant Pass to Panichankulam (3rd section, Central road)	—	14	9	—	23	—	2,229 90	2,169 0	4,398 90	—	—	—	—	159 27	241 0	
Panichankulam to Galkandamadu (4th section, Central road)	—	39	—	—	39	—	8,029 14	—	8,029 14	—	—	—	—	205 87	—	
Mullaittivu to Central road (old trace) ...	27	—	—	—	27	1,209 13	—	—	1,209 13	—	—	—	44 78	—	—	
Central road to Mullaittivu (new trace) ...	—	30·50	—	—	30·50	—	2,632 29	—	2,632 29	—	—	—	—	86 30	—	
Vavuniya-Vilankulam towards Horawapotana	—	6	—	—	6	—	487 1	—	487 1	—	—	—	—	81 16	—	
Coast road to Colombo	69	—	—	—	69	3,426 95	—	—	3,426 95	—	—	—	49 66	—	—	
Yakwewa to Pesalai	54·75	—	—	—	54·75	2,730 89	—	—	2,730 89	—	—	—	49 87	—	—	
Total ...	160·75	89·50	234·50	—	484·75	8,057 81	13,378 34	32,899 3	54,335 18	—	—	—	50 12	149 47	140 29	
CENTRAL PROVINCE.																
Kadugannawa to Peradeniya	—	—	6	—	6	—	—	1,497 76	1,497 76	—	—	—	—	—	249 62	
Peradeniya to Gampola	—	—	9·50	—	9·50	—	—	2,789 91	2,789 91	—	—	—	—	—	293 67	
Gampola to Pussellawa	—	—	10	—	10	—	—	5,713 13	5,713 13	—	—	—	—	—	571 13	
Pussellawa to Wilson's Bungalow ...	—	—	37	—	37	—	—	22,072 44	22,072 44	—	—	—	—	—	596 55	
Wilson's Bungalow to Badulla ...	—	—	25	—	25	—	—	11,140 92	11,140 92	—	—	—	—	—	445 63	
Badulla to Maduru-oya	—	—	49·50	—	49·50	—	—	36,971 76	36,971 76	—	—	—	—	—	746 94	
Katugastota to Balakaduwa	—	—	7·50	—	7·50	—	—	2,155 78	2,155 78	—	—	—	—	—	287 43	
Balakaduwa to Matale	—	—	7	—	7	—	—	2,079 75	2,079 75	—	—	—	—	—	297 10	
Matale to Dambulla	—	—	32·54	—	32·54	—	—	7,503 32	7,503 32	—	—	—	—	—	230 58	
Beligamuwa to Mirisgoni-oya... ...	—	14·75	—	—	14·75	—	1,362 20	—	1,362 20	—	—	—	—	92 35	—	
Mirisgoni-oya to Migaswewa	—	10·22	—	—	10·22	—	1,113 98	—	1,113 98	—	—	—	—	109 0	—	
Matale to Rattota	—	—	6·75	—	6·75	—	—	1,481 99	1,481 99	—	—	—	—	—	219 55	
Laggala tavalam road	24	—	—	—	24	1,192 62	—	—	1,192 62	—	—	—	49 69	—	—	
Madulkele to Bambara-ela (Government moiety)	—	—	7·75	—	7·75	—	—	1,912 0	1,912 0	—	—	—	—	—	233 80	
Madulkele to Kabaragala (Government moiety)	—	—	3·25	—	3·25	—	—	763 16	763 16	—	—	—	—	—	234 81	
Panwila to Madulkele	—	—	9·50	—	9·50	—	—	3,166 57	3,166 57	—	—	—	—	—	333 32	
Katugastota to Panwila	—	—	9	—	9	—	—	2,908 32	2,908 32	—	—	—	—	—	323 14	
Madawala to Teldeniya and Galmal-oya ...	—	—	12·50	—	12·50	—	—	2,529 77	2,529 77	—	—	—	—	—	202 38	
Teldeniya to Rangalla	—	—	9·75	—	9·75	—	—	2,277 27	2,277 27	—	—	—	—	—	233 56	
From junction of Hunasgiriya road to Iriyagastenna	—	—	3·20	—	3·20	—	—	764 84	764 84	—	—	—	—	—	239 1	
Kandy to Karagama	—	—	8·50	—	8·50	—	—	2,503 53	2,503 53	—	—	—	—	—	294 53	
Haragama to Kurundu-oya	—	—	28·25	—	28·25	—	—	6,888 0	6,888 0	—	—	—	—	—	243 82	
Dotale road (Government moiety) ..	—	—	8·78	—	8·78	—	—	1,530 40	1,530 40	—	—	—	—	—	174 30	
Deltota road (Government moiety) ...	—	—	19	—	19	—	—	4,748 0	4,748 0	—	—	—	—	—	249 89	
Ampitiya road	—	5·50	—	—	5·50	—	811 38	—	811 38	—	—	—	—	147 52	—	
Pundaluoya road (Government moiety) ...	—	—	9·25	—	9·25	—	—	2,747 55	2,747 55	—	—	—	—	—	297 3	

Return of Roads, &c.—*contd.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1885.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
CENTRAL PROVINCE—*contd.*						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Pupressa road (Government moiety) ...	—	—	10	—	10	—	—	2,362 91	2,362 91	—	—	—	—	—	236 29
Gampola to Nawalapitiya	—	—	10	—	10	—	—	2,484 70	2,484 70	—	—	—	—	—	248 47
Nawalapitiya to Ginigathena	—	—	8·50	—	8·50	—	—	5,018 31	5,018 31	—	—	—	—	—	590 38
Ginigathena towards Kitulgala to boundary of Province	—	—	8	—	8	—	—	1,993 3	1,993 3	—	—	—	—	—	249 12
Dolosbage road (1st section)	—	—	4	—	4	—	—	1,198 58	1,198 58	—	—	—	—	—	299 64
Dolosbage road, 2nd section (Government moiety)	—	—	6·25	—	6·25	—	—	1,557 18	1,557 18	—	—	—	—	—	249 14
Approach to Gampola railway station ...	—	—	·25	—	·25	—	—	214 78	214 78	—	—	—	—	—	859 12
Katugastota to Galagedara	—	—	10	—	10	—	—	2,326 31	2,326 31	—	—	—	—	—	232 63
Iriyagama to Aladeniya	—	6	—	—	6	—	499 58	—	499 58	—	—	—	—	83 26	—
Dimbula road, Nawalapitiya to Tispane ...	—	—	8·50	—	8·50	—	—	5,050 49	5,050 49	—	—	—	—	—	594 17
Tispane to Lindula	—	—	19	—	19	—	—	8,578 79	8,578 79	—	—	—	—	—	451 51
Lindula to Nuwara Eliya	—	—	16	—	16	—	—	7,910 75	7,910 75	—	—	—	—	—	494 42
Lindula to Tillicoultry } Agra road	—	—	1·65	—	1·65	—	—	481 73	481 73	—	—	—	—	—	291 95
Tillicoultry to Caledonia } (Government	—	—	4·25	—	4·25	—	—	1,059 87	1,059 87	—	—	—	—	—	249 38
Caledonia to end of Agra road } moiety)	—	—	8·10	—	8·10	—	—	2,018 42	2,018 42	—	—	—	—	—	249 18
Tispane road	—	—	2	—	2	—	—	362 8	362 8	—	—	—	—	—	181 4
Walaha road (Government moiety) ...	—	—	1·91	—	1·91	—	—	446 44	446 44	—	—	—	—	—	233 73
Bathford Valley road (Government moiety) ...	—	—	4·25	—	4·25	—	—	1,023 95	1,023 95	—	—	—	—	—	240 92
Railway Gorge road (Government moiety) ...	—	—	3	—	3	—	—	746 78	746 78	—	—	—	—	—	248 92
Dimbulla-Dikoya junction	—	—	8·07	—	8·07	—	—	3,962 19	3,962 19	—	—	—	—	—	490 97
Dikoya road :—															
Ginigathena to 40th mile, Woodlands ...	—	—	9·19	—	9·19	—	—	3,559 65	3,559 65	—	—	—	—	—	387 33
40th mile to Hatton bridge junction ...	—	—	4·40	—	4·40	—	—	1,732 92	1,732 92	—	—	—	—	—	393 84
Hatton bridge junction to Dikoya Bazaar (Government moiety)	—	—	·96	—	·96	—	—	431 61	431 61	—	—	—	—	—	449 59
Dikoya Bazaar to Norwood bridge (Government moiety)	—	—	4·02	—	4·02	—	—	1,577 73	1,577 73	—	—	—	—	—	392 47
Norwood bridge to Cottiagalla (Government moiety)	—	—	7·84	—	7·84	—	—	2,275 74	2,275 74	—	—	—	—	—	290 27
Wanarajah road (Government moiety) ...	—	—	2·50	—	2·50	—	—	602 11	602 11	—	—	—	—	—	240 84
Maskeliya road :—															
Norwood bridge to Maskeliya (Government moiety)	—	—	5·73	—	5·73	—	—	1,626 83	1,626 83	—	—	—	—	—	283 91
Maskeliya bridge to Cruden Gap (Government moiety)	—	—	4	—	4	—	—	930 72	930 72	—	—	—	—	—	232 68
Brownlow to Laxapana (Government moiety)	—	—	1	—	1	—	—	228 86	228 86	—	—	—	—	228 86	228 86

Uda Pussellawa road	—	—	6·84	—	6·84	—	—	3,416 16	3,416 16	—	—	—	—	—	499 43
Kandapola-Uda Pussellawa road (Government moiety)	—	—	15·16	—	15·16	—	—	7,555 73	7,555 73	—	—	—	—	—	498 39
Dikwella to Naula	—	—	5·50	—	5·50	—	—	6,932 7	6,932 7	—	—	—	—	—	1,260 37
Naula to Gurukandura	—	—	29	—	29	—	—	47,066 25	47,066 25	—	—	—	—	—	1,622 97
Naula to Tanamalwila	17	25	—	—	42	1,196 13	5,100 0	—	6,296 13	—	—	—	70 36	204 0	—
Haldummulla to Nahawila	—	—	14	—	14	—	—	4,190 49	4,190 49	—	—	—	—	—	299 32
Nahawila to Wellawaya	—	8	—	—	8	—	1,440 0	—	1,440 0	—	—	—	—	180 0	—
Dikwella to Madulla	11	—	5	—	16	1,593 78	—	—	1,593 78	—	—	—	99 61	—	—
Badulla to Taldena	8·50	—	—	—	8·50	1,259 45	—	—	1,259 45	—	—	—	148 17	—	—
Lower Badulla road, Kandy section ...	23·50	—	—	—	23·50	1,166 92	—	—	1,166 92	—	—	—	49 65	—	—
Lower Badulla road, Badulla section ...	15	—	—	—	15	735 55	—	—	735 55	—	—	—	49 3	—	—
Carolina road	—	—	1·17	—	1·17	—	—	664 96	664 96	—	—	—	—	—	568 34
Kandy railway approach road ...	—	—	1	—	1	—	—	593 10	593 10	—	—	—	—	—	593 10
Holyrood road	—	—	·30	—	·30	—	—	122 8	122 8	—	—	—	—	—	406 93
Katugastota to Queen's Hotel, Kandy ...	—	—	2·38	—	2·38	—	—	2,191 77	2,191 77	—	—	—	—	—	920 88
Peradeniya to Lewella	—	—	5·81	—	5·81	—	—	4,153 17	4,153 17	—	—	—	—	—	714 83
Horton Plains road	13	—	—	—	13	649 71	—	—	649 71	—	—	—	49 98	—	—
Total ...	112	69·47	579·05	—	760·52	7,794 16	10,327 14	264,795 41	282,916 71	—	—	—	69 59	148 65	457 29
NORTH-CENTRAL PROVINCE.															
Migaswewa to Kituluttu	—	30·53	—	—	30·53	—	3,112 37	—	3,112 37	—	—	—	—	101 94	—
Mirisgoni-oya to Galkandamadu ...	—	61·25	—	—	61·25	—	13,948 96	—	13,948 96	—	—	—	—	227 73	—
Kala-oya to Galgodahena	31·25	33	—	—	64·25	2,600 0	7,028 93	—	9,628 93	—	—	—	83 20	212 99	—
Anuradhapura to Siyambalagama ...	18	—	—	—	18	1,959 3	—	—	1,959 3	—	—	—	108 83	—	—
Galkulam through Mihintale to Rambewa ...	7·25	5·75	—	—	13	530 0	690 62	—	1,220 62	—	—	—	73 10	120 10	—
Madawachchi to Yakwewa	9·25	—	—	—	9·25	923 47	—	—	923 47	—	—	—	99 83	—	—
Horawapotana towards Vavuniya-Vilankulam	23	—	—	—	23	2,295 34	—	—	2,295 34	—	—	—	99 79	—	—
Inner Circular road, Anuradhapura ...	—	1·75	—	—	1·75	—	174 89	—	174 89	—	—	—	—	99 93	—
Outer Circular road, Anuradhapura ...	—	6·25	—	—	6·25	—	623 85	—	623 85	—	—	—	—	99 81	—
Approach roads to public buildings ...	—	·90	—	—	·90	—	199 60	—	199 60	—	—	—	—	221 77	—
Total ...	88·75	139·43	—	—	228·18	8,307 84	25,779 22	—	34,087 6	—	—	—	93 60	184 89	—

Abstract.

	Length in Miles.				Total Cost of Maintenance during 1885.
	Natural.	Gravelled.	Metalled.	Total.	
					Rs. c.
Western Province	6	192·93	301·78	500·71	231,976 20
Central Province	112	69·47	579·05	760·52	282,916 71
Northern Province	150·75	89·50	234·50	484·75	54,335 18
Southern Province	—	99·50	126·50	226	64,487 93
Eastern Province	167·75	132·50	60	360·25	52,528 93
North-Western Province	79	160·50	72·25	311·75	48,606 75
North-Central Province	88·75	139·43	—	228·18	34,087 6
Total ...	614·25	883·83	1,374·08	2,872·16	768,938 76*

*Average cost per mile Rs. 267·72.

Average Cost per Mile of Road Upkeep in the several Provinces.

	Metalled.	Track Metalled.	Gravelled.	Natural.	General Average.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province	671 71	—	150 68	32 50	463 29
Central Province	457 29	—	148 65	69 59	372 4
Northern Province	140 29	—	149 47	50 12	112 8
Southern Province	357 20	—	193 98	—	285 34
Eastern Province	401 7	—	132 88	64 71	145 81
North-Western Province	267 66	—	155 12	55 31	155 91
North-Central Province	—	—	184 89	93 60	149 38

Return of Roads in charge of the Public Works Department, 1890.

Name of Road.	Length in Miles.					Cost of Maintenance during 1890.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
WESTERN PROVINCE.															
Maintenance of Roads.															
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Colombo Municipality.															
Approach roads to public offices in the Colombo Fort	—	·22	—	—	·22	—	393 82	—	393 82	—	—	—	—	1,790 0	—
Borella to Customs wharf	—	—	3	—	3	—	—	5,994 69	5,994 69	—	—	—	—	—	1,998 23
Fort to Grandpass	—	—	3·25	—	3·25	—	—	8,492 54	8,492 54	—	—	—	—	—	2,613 7
Fort to Wellawatta	—	—	4	—	4	—	—	5,986 58	5,986 58	—	—	—	—	—	1,496 64
Roads within the Customs premises ...	—	—	·33	—	·33	—	—	2,989 71	2,989 71	—	—	—	—	—	9,059 72
Town Hall to Mattakkuliya	—	—	3	—	3	—	—	3,488 61	3,488 61	—	—	—	—	—	1,162 87
Colombo District beyond Municipality															
Approach roads to railway stations ...	—	3·17	—	—	3·17	—	1,684 78	—	1,684 78	—	—	—	—	531 47	—
Branch roads, Dematagoda	—	·50	—	—	·50	—	54 80	—	54 80	—	—	—	—	109 60	—
Dematagoda to Wellampitiya ...	—	1·50	—	—	1·50	—	388 41	—	388 41	—	—	—	—	258 94	—
Grandpass to Dandugama	—	·50	12	—	12·50	—	262 0	10,253 64	10,515 64	—	—	—	—	524 0	854 47
Grandpass to 34th milepost, Kandy road ...	—	—	30·75	—	30·75	—	—	12,491 23	12,491 23	—	—	—	—	—	406 21
Grandpass to Avisawella	—	—	27	—	27	—	—	30,298 44	30,298 44	—	—	—	—	—	1,122 16
Hanwella to Bope	—	8·50	—	—	8·50	—	1,256 41	—	1,256 41	—	—	—	—	147 81	—
Kelaniya to Biyagama	—	—	8	—	8	—	—	6,744 8	6,744 8	—	—	—	—	—	843 1
Kotte road	—	—	7	—	7	—	—	4,615 0	4,615 0	—	—	—	—	—	658 71
Moratuwa to junction of Kesbewa road ...	—	—	3	—	3	—	—	792 66	792 66	—	—	—	—	—	264 22
Urugodawatta road	—	—	5	—	5	—	—	4,568 39	4,568 39	—	—	—	—	—	913 67
Wellawatta to Digarolla bridge ...	—	—	8	—	8	—	—	9,226 35	9,226 35	—	—	—	—	—	1,153 29
Welisara to Ragama	—	—	5	—	5	—	—	1,263 80	1,263 80	—	—	—	—	—	252 76
Wak-oya to Labugama	—	—	9	—	9	—	—	2,235 80	2,235 80	—	—	—	—	—	248 42
Negombo District.															
Dandugama to Toppu	—	11·50	—	—	11·50	—	4,791 31	—	4,791 31	—	—	—	—	416 63	—
Diwulpitiya to Mirigama	—	8	—	—	8	—	879 45	—	879 45	—	—	—	—	109 93	—
Dunagaha road	—	11·90	—	—	11·90	—	1,523 58	—	1,523 58	—	—	—	—	128 3	—
Giriulla to Pasyala	—	12	—	—	12	—	1,367 19	—	1,367 19	—	—	—	—	113 93	—
Kinadeniya road	—	—	3·25	—	3·25	—	—	363 59	363 59	—	—	—	—	—	111 87
Minuwangoda to Kotadeniyawa ...	—	10·94	—	—	10·94	—	1,155 30	—	1,155 30	—	—	—	—	105 60	—
Minuwangoda to Henaratgoda ...	—	8·11	—	—	8·11	—	1,311 30	—	1,311 30	—	—	—	—	161 68	—
Negombo to Giriulla	—	23·50	—	—	23·50	—	3,954 39	—	3,954 39	—	—	—	—	168 35	—
Roads in Negombo	—	5	—	—	5	—	1,739 64	—	1,739 64	—	—	—	—	347 92	—
Veyangoda and Ja-ela roads ...	—	15·33	10	—	25·33	—	2,736 42	2,254 0	4,990 42	—	—	—	—	178 50	225 40

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1890.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
WESTERN PROVINCE—*contd.*															
Kalutara District.															
Approach roads to railway stations, Panadure and Wadduwa	—	·25	—	—	·25	—	153 0	—	153 0	—	—	—	—	612 0	—
Digarolla bridge to Bentota	—	—	26	—	26	—	—	34,999 95	34,999 95	—	—	—	—	—	1,423 7
Kirimetiya to Galpota	—	4·50	—	—	4·50	—	476 67	—	476 67	—	—	—	—	105 92	—
Nagoda-Warakagoda road	—	6·50	5	—	11·50	—	587 9	3,373 0	5,960 9	—	—	—	—	398 1	674 60
Panadure to Nambapana	—	14	7	—	21	—	4,217 77	4,179 0	8,396 77	—	—	—	—	301 26	597 0
Road to Beruwala Customs	—	·60	—	—	·60	—	374 68	—	374 68	—	—	—	—	624 46	—
Total ...	—	146·52	179·58	—	326·10	—	31,308 1	154,611 6	185,919 7	—	—	—	—	213 67	805 27
CENTRAL PROVINCE.															
Kandy District.															
Approach road to Gampola railway station ...	—	—	·25	—	·25	—	—	110 44	110 44	—	—	—	—	—	441 71
Ampitiya road	—	—	5·50	—	5·50	—	—	811 70	811 70	—	—	—	—	—	147 58
Bathford Valley road (Government moiety) ...	—	—	6·63	—	6·63	—	—	1,449 6	1,449 6	—	—	—	—	—	218 56
Carolina road	—	—	1·17	—	1·17	—	—	314 10	314 10	—	—	—	—	—	268 46
Deltota road (Government moiety) ...	—	—	19	—	19	—	—	5,138 17	5,138 17	—	—	—	—	—	270 43
Ginigathena to 40th mile, Woodlands ...	—	—	9·19	—	9·19	—	—	4,751 11	4,751 11	—	—	—	—	—	516 98
40th mile to Hatton bridge junction ...	—	—	4·40	—	4·40	—	—	1,661 73	1,661 73	—	—	—	—	—	377 66
Hatton bridge junction to Dikoya bazaar (Government moiety)	—	—	·96	—	·96	—	—	1,106 15	1,106 15	—	—	—	—	—	1,152 23
Dikoya bazaar to Norwood bridge (Government moiety)	—	—	4·02	—	4·02	—	—	3,344 78	3,344 78	—	—	—	—	—	832 3
Norwood bridge to Kotiyagala (Government moiety)	—	—	7·84	—	7·84	—	—	3,242 75	3,242 75	—	—	—	—	—	413 61
Dimbula road, Nawalapitiya to Tispane ...	—	—	8·50	—	8·50	—	—	5,075 3	5,075 3	—	—	—	—	—	597 6
Dotale road (Government moiety) ...	—	—	4·78	—	4·78	—	—	1,574 92	1,574 92	—	—	—	—	—	329 48
Dolosbage road, 1st section	—	—	4	—	4	—	—	1,201 73	1,201 73	—	—	—	—	—	300 43
Do. 2nd section (Government moiety)	—	—	6·25	—	6·25	—	—	1,660 26	1,660 26	—	—	—	—	—	265 65
From junction of Hunasgiriya road to Iriyagastenna	—	—	3·20	—	3·20	—	—	1,286 52	1,286 52	—	—	—	—	—	402 3
Gampola to Pussellawa	—	—	12	—	12	—	—	7,635 54	7,635 54	—	—	—	—	—	636 29
Gampola to Nawalapitiya	—	—	10	—	10	—	—	2,955 42	2,955 42	—	—	—	—	—	295 54
Ginigathena to boundary of Province ...	—	—	8	—	8	—	—	2,177 62	2,177 62	—	—	—	—	—	272 20
Iriyagama to Aladeniya	—	6	—	—	6	—	461 66	—	461 66	—	—	—	—	76 94	—
Kadugannawa to Peradeniya	—	—	6	—	6	—	—	1,970 38	1,970 38	—	—	—	—	—	328 39
Kandy to Haragama	—	—	8·50	—	8·50	—	—	4,225 34	4,225 34	—	—	—	—	—	497 9

Kandy railway approach road	...	—	—	1	—	1	—	—	586	16	586	16	—	—	—	—	—	586	16
Katugastota to Balakaduwa	...	—	—	7·50	—	7·50	—	—	2,147	23	2,147	23	—	—	—	—	—	286	29
Katugastota to Panwila	...	—	—	9	—	9	—	—	4,114	73	4,114	73	—	—	—	—	—	457	19
Katugastota to Galagedara	...	—	—	10	—	10	—	—	2,981	50	2,981	50	—	—	—	—	—	298	15
Katugastota to Queen's Hotel	...	—	—	2·38	—	2·38	—	—	1,872	62	1,872	62	—	—	—	—	—	786	81
Kintyre road (Government moiety)	...	—	—	·43	—	·43	—	—	160	89	160	89	—	—	—	—	—	374	16
Kotiyagala to Campion estate (Government moiety)	... ...	—	—	2·42	—	2·42	—	—	814	12	814	12	—	—	—	—	—	336	41
Laxapana road (Government moiety)	...	—	—	·40	—	·40	—	—	139	43	139	43	—	—	—	—	—	348	57
Lower Badulla road, Kandy section	...	23·50	—	—	—	23·50	1,320	60	—		1,320	60	—	—	—	56	14	—	
Madulkele to Kabaragala (Government moiety)		—	—	3·25	—	3·25	—	—	968	14	968	14	—	—	—	—	—	297	88
Madulkele to Bambara-ela (Government moiety)		—	—	7·75	—	7·75	—	—	1,487	38	1,487	38	—	—	—	—	—	191	92
Madawala to Teldeniya and Urugala	...	—	—	14·25	—	14·25	—	—	3,249	76	3,249	76	—	—	—	—	—	228	5
Norwood bridge to Maskeliya (Government moiety)	... ...	—	—	5·73	—	5·73	—	—	3,668	34	3,668	34	—	—	—	—	—	640	19
Maskeliya to Cruden Gap (Government moiety)		—	—	4	—	4	—	—	1,305	34	1,305	34	—	—	—	—	—	326	33
Brownlow to Laxapana (Government moiety)		—	—	1	—	1	—	—	339	28	339	28	—	—	—	—	—	339	28
Nawalapitiya to Ginigathena	...	—	—	8·50	—	8·50	—	—	4,145	37	4,145	37	—	—	—	—	—	487	69
Norton-Carolina bridle path	...	5·40	—	—	—	5·40	470	94	—		470	94	—	—	—	87	21	—	
Panwila to Madulkele	...	—	—	9·50	—	9·50	—	—	4,269	8	4,269	8	—	—	—	—	—	449	37
Peradeniya to Gampola	...	—	—	8	—	8	—	—	2,752	73	2,752	73	—	—	—	—	—	344	9
Peradeniya to Lewella ferry	...	—	—	5·81	—	5·81	—	—	4,035	88	4,035	88	—	—	—	—	—	694	64
Pupuressa road (Government moiety)	...	—	—	10	—	10	—	—	2,650	80	2,650	80	—	—	—	—	—	265	8
Teldeniya to Rangalla	...	—	—	9·75	—	9·75	—	—	2,294	45	2,294	45	—	—	—	—	—	235	32
Tispane to Craigie Lea	...	—	—	11·50	—	11·50	—	—	4,424	75	4,424	75	—	—	—	—	—	384	76
Tispane road	...	—	—	2·35	—	2·35	—	—	234	88	234	88	—	—	—	—	—	99	94
Wanarajah road (Government moiety)	...	—	—	4·40	—	4·40	—	—	1,110	38	1,110	38	—	—	—	—	—	252	35
Matale District.																			
Balakaduwa to junction of Trincomalee-Anuradhapura road	...	—	—	36·50	—	36·50	—	—	14,122	49	14,122	49	—	—	—	—	—	386	91
Beligamuwa to Mirisgoni-oya	...	—	14·10	—	—	14·10	—	1,873	14	—	1,873	14	—	—	—	—	132	84	—
Elahara to Pallegama	...	18·55	—	—	—	18·55	449	78	—	—	449	78	—	—	—	24	24	—	—
Galawela to Palapatwela toll bar	...	—	18·75	—	—	18·75	—	2,102	23	—	2,102	23	—	—	—	—	112	11	—
Laggala tavalam road	...	24	—	—	—	24	1,165	28	—	—	1,165	28	—	—	—	48	55	—	—
Matale to Rattota	...	—	—	6·75	—	6·75	—	—	1,216	64	1,216	64	—	—	—	—	—	180	24
Naula to Elahera	...	—	12·60	—	—	12·60	—	1,826	34	—	1.826	34	—	—	—	—	144	94	—
Nuwara Eliya District.																			
Lindula to Tillicoultry (Government moiety)		—	—	1·65	—	1·65	—	—	800	93	800	93	—	—	—	—	—	485	41
Tillicoultry to Caledonia (Government moiety)		—	—	4·25	—	4·25	—	—	1,703	74	1,703	74	—	—	—	—	—	400	88
Caledonia to end of Agra road (Govt. moiety)		—	—	8·10	—	8·10	—	—	2,423	76	2,423	76	—	—	—	—	—	299	22
Blackpool bridle path	...	11·50	—	—	—	11·50	573	90	—	—	573	90	—	—	—	49	90	—	—
Craigie Lea to Lindula	...	—	—	6	—	6	—	—	1,494	65	1,494	65	—	—	—	—	—	249	10
Dimbula-Dikoya junction	...	—	—	8·07	—	8·07	—	—	2,668	65	2,668	65	—	—	—	—	—	330	68
Haragama to Padiyapellella	...	—	—	16·25	—	16·25	—	—	6,461	79	6,461	79	—	—	—	—	—	397	64
Holyrood road	...	—	—	·30	—	·30	—	—	243	73	243	73	—	—	—	—	—	812	43
Kandapola-Uda Pussellawa (Govt. moiety)	...	—	—	15·16	—	15·16	—	—	6,714	93	6,714	93	—	—	—	—	—	442	93
Lake and Moon Plains road	...	—	4	1	—	5	—	996	42	503	0	1,499	42	—	—	—	—	249	15	503	0
Lindula to Nuwara Eliya	...	—	—	16	—	16	—	—	6,094	29	6,094	29	—	—	—	—	—	380	89
Padiyapellella to Kurundu-oya	...	—	—	12	—	12	—	—	2.267	76	2,267	76	—	—	—	—	—	188	98

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1890.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
CENTRAL PROVINCE—*contd.*						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Nuwara Eliya District—contd.															
Pundalu-oya-Tawalantenna road (Government moiety)	—	—	9·25	—	9·25	—	—	2,618 37	2,618 37	—	—	—	—	—	283 6
Pundalu-oya-Watagoda road	—	—	7·50	—	7·50	—	—	2,419 91	2,419 91	—	—	—	—	—	322 65
Pussellawa to Ramboda	—	—	9	—	9	—	—	5,368 60	5,368 60	—	—	—	—	—	596 51
Ramboda to Hakgala	—	—	19	—	19	—	—	8,743 67	8,743 67	—	—	—	—	—	460 19
Rappahannock bridle path	1·20	—	—	—	1·20	59 41	—	—	59 41	—	—	—	49 50	—	—
Railway Gorge road (Government moiety) ...	—	—	3	—	3	—	—	445 68	445 68	—	—	—	—	—	148 56
Uda Pussellawa road	—	—	6·84	—	6·84	—	—	3,742 0	3,742 0	—	—	—	—	—	547 7
Uda Pussellawa-Dimbula junction road ...	—	—	1	—	1	—	—	999 30	999 30	—	—	—	—	—	999 30
Walaha road (Government moiety) ...	—	—	1·91	—	1·91	—	—	371 44	371 44	—	—	—	—	—	194 47
Total ...	84·15	55·45	458·64	—	598·24	4,039 91	7,259·79	172,871 32	184,171 2	—	—	—	48 0	130 9	376 96
NORTHERN PROVINCE.															
Jaffna District.															
Achchuveli to Tondaimannaru ...	—	—	3·50	—	3·50	—	—	349 39	349 39	—	—	—	—	—	99 82
Chavakachcheri to Karaveddi... ...	—	—	12	—	12	—	—	1,619 97	1,619 97	—	—	—	—	—	134 99
Coast road to Colombo	69	—	—	—	69	3,360 4	—	—	3,360 4	—	—	—	48 69	—	—
Drainage channels, Jaffna	10	—	—	—	10	665 89	—	—	665 89	—	—	—	66 58	—	—
Elephant Pass to Puliyankulam ...	—	18	22	—	40	—	4,834 94	10,126 0	14,960 94	—	—	—	—	268 60	460 27
Gravets of Jaffna	—	—	39	—	39	—	—	6,427 90	6,427 90	—	—	—	—	—	164 81
Jaffna to Karaitivu	—	—	13·50	—	13·50	—	—	2,565 76	2,565 76	—	—	—	—	—	190 5
Jaffna to Kankesanturai	—	—	11·50	—	11·50	—	—	2,223 43	2,223 43	—	—	—	—	—	193 34
Jaffna and Point Pedro road	—	—	21	—	21	—	—	3,467 41	3,467 41	—	—	—	—	—	165 10
Jaffna to Kodikamam	—	—	15·50	—	15·50	—	—	3,722 28	3,722 28	—	—	—	—	—	240 14
Karanavai to Tunnalai	—	—	5·50	—	5·50	—	—	518 35	518 35	—	—	—	—	—	94 24
Kodikamam to Elephant Pass ...	—	—	18	—	18	—	—	5,609 87	5,609 87	—	—	—	—	—	311 65
Manippay to Kaitadi	—	—	8	—	8	—	—	1,175 75	1,175 75	—	—	—	—	—	146 96
Pannaitturai to Velanai ...	—	—	6	—	6	—	—	570 40	570 40	—	—	—	—	—	95 6
Point Pedro to Punnalai	—	—	24·50	—	24·50	—	—	2,873 47	2,873 47	—	—	—	—	—	117 28
Point Pedro to Kodikamam	—	—	8·50	—	8·50	—	—	1,590 40	1,590 40	—	—	—	—	—	187 10
Punnalai road	—	—	10	—	10	—	—	1,828 85	1,828 85	—	—	—	—	—	182 88
Puttur to Kodikamam	—	—	8·50	—	8·50	—	—	1,235 23	1,235 23	—	—	—	—	—	145 32
Reclamation road, Karaiur, Jaffna ...	—	—	1	—	1	—	—	181 30	181 30	—	—	—	—	—	181 30
Semmani road	—	—	4	—	4	—	—	815 91	815 91	—	—	—	—	—	203 97
Tilippalai to Pandatiruppu	—	—	4·50	—	4·50	—	—	605 16	605 16	—	—	—	—	—	134 48
Valukkaiyaru to Kayts	—	—	8	—	8	—	—	741 96	741 96	—	—	—	—	—	92 74
Vallai to Valluveditturai	—	—	3·50	—	3·50	—	—	334 62	334 62	—	—	—	—	—	95 60

Mannar District.																
Yakwewa to Pesalai	54·75	—	—	—	54·75	5,351 33	—	—	5,351 33	—	—	—	97 74	—	—
Vavuniya District.																
Puliyankulam to Galkandamadu ...	—	—	21·25	—	21·25	—	—	8,395 42	8,395 42	—	—	—	—	—	384 23
Vavuniya-Vilankulam to Perayanalankulam ...	22·25	—	—	—	22·25	1,396 81	—	—	1,396 81	—	—	—	62 77	—	—
Vavuniya-Vilankulam towards Horawapotana	—	6	—	—	6	—	505 53	—	505 53	—	—	—	—	84 25	—
Mullaittivu District.																
Central road to Mullaittivu (new trace) ...	—	27·50	3	—	30·50	—	2,758 29	811 0	3,569 29	—	—	—	—	100 30	270 33
Mullaittivu to Central road (old trace) ..	27	—	—	—	27	1,337 59	—	—	1,337 59	—	—	—	49 54	—	—
Total ...	183	51·50	272·25	—	506·75	12,111 66	8,098 76	57,789 83	78,000 25	—	—	—	66 18	157 25	212 26
SOUTHERN PROVINCE.																
Galle District.																
Bentota to Goyyapana	—	—	43·25	—	43·25	—	—	24,760 32	24,760 32	—	—	—	—	—	572 49
Dodanduwa to Baddegama	—	5·50	1	—	6·50	—	2,314 0	892 60	3,206 60	—	—	—	—	420 72	892 60
Galle to Udugama	—	3	19	—	22	—	1,476 0	12,502 21	13,978 21	—	—	—	—	492 0	658 1
Galle to Imaduwa	—	—	12	—	12	—	—	4,553 25	4,553 25	—	—	—	—	—	379 43
Roads within the Municipality of Galle ...	—	—	4·75	—	4·75	—	—	6,966 9	6,966 9	—	—	—	—	—	1,466 54
Matara District.																
Dikwella to Tangalla *via* Beliatta ...	—	1	1	—	2	—	191 92	313 0	504 92	—	—	—	—	191 92	313 0
Goyyapana to Kemagoda	—	—	30	—	30	—	—	11,344 98	11,344 98	—	—	—	—	—	378 16
Immaduwa to Wiharahena	—	—	42	—	42	—	—	11,266 8	11,266 8	—	—	—	—	—	268 24
Matara to Hakmana	—	11	4	—	15	—	3,058 0	1,631 70	4,689 70	—	—	—	—	278 0	407 92
Matara new entrance	—	—	1·25	—	1·25	—	—	397 5	397 5	—	—	—	—	—	317 64
Hambantota District.																
Dikwella to Tangalla *via* Beliatta ..	—	11	—	—	11	—	2,528 89	—	2,528 89	—	—	—	—	229 89	—
Hambantota to Tanamalwila ...	—	28·50	—	—	28·50	—	5,160 14	—	5,160 14	—	—	—	—	181 5	—
Kemagoda to Hambantota	—	9	24	—	33	—	1,859 0	7,119 0	8,978 0	—	—	—	—	206 55	296 62
Lewaya road, Hambantota to Bundala ...	—	8·50	—	—	8·50	—	1,328 24	—	1,328 24	—	—	—	—	156 25	—
Total ...	—	77·50	182·25	—	259·75	—	17,916 19	81,746 28	99,662 47	—	—	—	—	231 4	448 53
EASTERN PROVINCE.																
Batticaloa District.																
Arasadi-Malkompuddi road ...	—	3·25	—	—	3·25	—	572 39	—	572 39	—	—	—	—	176 12	—
Coast road, Batticaloa District ...	62·75	62	19	—	143·75	1,633 0	9,838 52	7,014 0	12200 0 / 6,285 52	—	—	—	26 2	158 68	369 15
Chavalakaddai to Chadiyantalawa ..	2	4	—	—	6	490 0	708 87	—	1,198 87	—	—	—	245 0	177 21	—
Kalkuda road	—	3·50	—	—	3·50	—	365 39	—	365 39	—	—	—	—	104 39	—
Karaitivu to Sammanturai and Irakkamam ...	—	13	—	—	13	—	2,198 69	—	2,198 69	—	—	—	—	169 13	—
Kiddanke to Kalmunai	—	2	—	—	2	—	399 63	—	399 63	—	—	—	—	199 81	—
Maduru-oya to Eraur	—	—	44·25	—	44·25	—	—	25,303 80	25,303 80	—	—	—	—	—	571 83
Punkuduveli road	—	1·50	—	—	1·50	—	143 36	—	143 36	—	—	—	—	95 57	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1890.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
EASTERN PROVINCE—*contd.*															
Trincomalee District.															
Coast road, Trincomalee District ...	61·50	9·12	—	—	70·62	2,686 4	1,805 0	—	4,491 4	—	—	—	43 67	197 91	—
Gravets of Trincomalee ...	—	4·50	—	—	4·50	—	996 77	—	996 77	—	—	—	—	223 94	—
Trincomalee to Kittuluttu ...	—	24	5	—	29	—	7,124 0	3,110 82	10,234 82	—	—	—	—	296 83	622 16
Trincomalee towards Anuradhapura ...	—	22·50	—	—	22·50	—	4,314 16	—	4,314 16	—	—	—	—	191 74	—
Total ...	126·25	149·37	68·25	—	343·87	4,809 4	28,466 78	35,428 62	68,704 44	—	—	—	38 9	190 57	519 10
NORTH-WESTERN PROVINCE.															
Kurunegala District.															
Kurunegala to Nikaweratiya ...	—	—	25	—	25	—	—	11,097 0	11,097 0	—	—	—	—	—	—
Kurunegala to Beligamuwa ...	—	21·50	·50	—	22	—	3,546 94	235 0	3,781 94	—	—	—	—	—	443 88
Kurunegala to Giriulla ...	—	22	—	—	22	—	3,251 75	—	3,251 75	—	—	—	—	164 97	470 0
Kurunegala to Galagedara ...	—	—	13·50	—	13·50	—	—	6,613 8	6,613 8	—	—	—	—	147 80	—
Narammulla to Dummalasuriya	—	19·25	—	—	19·25	—	3,686 13	—	3,686 13	—	—	—	—	—	489 85
Padeniya to Siyambalagama ...	—	33	—	—	33	—	5,056 96	—	5,056 96	—	—	—	—	191 48	—
Polgahawela to Kurunegala ...	—	—	12	—	12	—	—	9,827 59	9,827 59	—	—	—	—	153 24	—
Puttalam District.															818 96
Akkaraipattu road ...	—	9	—	—	9	—	3,621 94	—	3,621 94	—	—	—	—	402 43	—
Nikaweratiya to Puttalam ...	—	—	29	—	29	—	—	11,884 70	11,884 70	—	—	—	—	—	409 81
Puttalam to Kala-oya ...	—	—	23·50	—	23·50	—	—	6,987 45	6,987 45	—	—	—	—	—	297 33
Puttalam to Battulu-oya ...	—	16	4·50	—	20·50	—	4,373 76	1,760 0	6,133 76	—	—	—	—	273 36	391 11
Puttalam to Madurugama ...	41	—	—	—	41	1,012 66	—	—	1,012 66	—	—	—	24 69	—	—
Road to salt stores, Puttalam...	—	—	7·25	—	7·25	—	—	3,056 54	3,056 54	—	—	—	—	—	421 59
Town roads, Puttalam ...	—	1·93	—	—	1·93	—	674 92	—	674 92	—	—	—	—	349 69	—
Chilaw District.															
Dankotuwa-Giriulla road ...	—	18·25	—	—	18·25	—	3,057 21	—	3,057 21	—	—	—	—	167 51	—
Kompaspara ...	2	—	—	—	2	175 90	—	—	175 90	—	—	—	77 95	—	—
Madampe to Dummalasuriya...	—	9	—	—	9	—	1,867 67	—	1,867 67	—	—	—	—	207 51	—
Toppu to Battulu-oya ...	—	36	—	—	36	—	13,787 2	—	13,787 2	—	—	—	—	382 97	—
Toppu to Dankotuwa ...	—	2·25	—	—	2·25	—	428 28	—	428 28	—	—	—	—	190 34	—
Total ...	43	188·18	115·25	—	346·43	1,188 56	43,352 58	51,461 36	96,002 50	—	—	—	27 64	230 37	446 51

NORTH-CENTRAL PROVINCE.																	
Anuradhapura to Siyambalagama ...	—	19	—	—	19	—	2,848 45	—	2,848 45	—	—	—	—	149 91	—		
Approach roads to public buildings ...	—	·90	—	—	·90	—	191 69	—	191 69	—	—	—	—	212 98	—		
Galkulam through Mihintale to Rambewa ...	—	11·87	—	—	11·87	—	1,538 14	—	1,538 14	—	—	—	—	129 58	—		
Horawapotana towards Vavuniya-Vilankulam	—	23	—	—	23	—	2,068 23	—	2,068 23	—	—	—	—	89 92	—		
Inner Circular road, Anuradhapura ...	—	1·75	—	—	1·75	—	167 89	—	167 89	—	—	—	—	95 95	—		
Kala-oya to Galgodahena	—	64·66	—	—	64·66	—	11,379 26	—	{ 3,964 65 / 7,414 61 }	—	—	—	—	175 98	—		
Kalawewa to Kekirawa	—	9	—	—	9	—	1,336 12	—	1,336 12	—	—	—	—	148 45	—		
Madawachchi to Yakwewa	—	7·32	—	—	7·32	—	2,188 95	—	2,188 95	—	—	—	—	299 3	—		
Migaswewa to Kituluttu	—	27·50	—	—	27·50	—	4,355 55	—	4,355 55	—	—	—	—	158 38	—		
Mirisgoni-oya to Galkandamadu ...	—	34·79	—	—	34·79	—	7,416 7	—	{ 1,598 71 / 5,817 36 }	—	—	—	—	213 16	—		
Outer Circular road, Anuradhapura ...	—	6·23	—	—	6·23	—	599 3	—	599 3	—	—	—	—	96 23	—		
Mirisgoni-oya to Galkulam	—	18	11·50	—	29·50	—	4,041 0	5,858 29	9,899 29	—	—	—	—	224 50	509 41		
Mirisgoni-oya to Migaswewa	—	10·22	—	—	10·22	—	1,794 94	—	1,794 94	—	—	—	—	175 63	—		
Total ...	—	234·24	11·50	—	245·74	—	39,925 32	5,858 29	45,783 61	—	—	—	—	170 44	509 41		
PROVINCE OF UVA.																	
Blackpool to Haputale Gap	13·50	—	—	—	13·50	674 87	—	—	674 87	—	—	—	49 99	—	—		
Badulla to Taldena	—	5	5	—	10	—	1,230 65	2,792 0	4,022 65	—	—	—	—	246 13	558 40		
Badulla to boundary of Eastern Province ...	—	—	49·50	—	49·50	—	—	22,383 64	22,383 64	—	—	—	—	—	452 19		
Dikwella to Naula	—	—	5·50	—	5·50	—	—	2,373 36	2,373 36	—	—	—	—	—	431 52		
Dikwella to Madulla	11	—	5	—	16	1,195 0	—	2,945 57	4,140 57	—	—	—	108 63	—	589 11		
Ella-Hindugala road	—	6	—	—	6	—	3,369 39	—	3,369 39	—	—	—	—	661 56	—		
Hakgala to Badulla	—	—	32·16	—	32·16	—	—	14,975 73	14,975 73	—	—	—	—	—	465 66		
Haldummulla to Nahawila	—	—	14	—	14	—	—	8,265 0	8,265 0	—	—	—	—	—	590 35		
Horton Plains road	13	—	—	—	13	724 27	—	—	724 27	—	—	—	55 71	—	—		
Lower Badulla road, Badulla section ...		—	—	—	15	652 19	—	—	652 19	—	—	—	43 47	—	—		
Nahawila to Wellawaya	—	—	8·50	—	8·50	—	—	7,017 40	7,017 40	—	—	—	—	—	825 56		
Naula to Gurukandura	—	—	29	—	29	—	—	28,754 17	28,754 17	—	—	—	—	—	991 52		
Naula to Wellawaya	17	4	—	—	21	526 3	454 0	—	980 3	—	—	—	30 94	113 50	—		
Umaoya-Uda Pussellawa road... ...	9	—	—	—	9	534 80	—	—	534 80	—	—	—	59 42	—	—		
Wellawaya to Tanamalwila	—	21	—	—	21	—	5,761 58	—	5,761 58	—	—	—	—	274 36	—		
Wellawaya to Monaragala	15	6	—	—	21	3,416 0	2,478 46	—	5,894 46	—	—	—	227 73	413 7	—		
Total ...	93·50	42	148·66	—	284·16	7,723 16	13,294 8	89,506 87	110,524 11	—	—	—	82 60	316 52	602 9		
PROVINCE OF SABARAGAMUWA.																	
Ratnapura District,																	
Avisawella to Ratnapura	—	—	26	—	26	—	—	16,989 6	16,989 6	—	—	—	—	—	653 42		
Bulutota-Eraporuwa road	6	—	—	—	6	160 39	—	—	160 39	—	—	—	26 73	—	—		
Eratna tavalam road	13	—	—	—	13	139 0	—	—	139 0	—	—	—	10 69	—	—		
Nambapana road	—	17	4·50	—	21·50	—	2,248 0	1,793 44	4,041 44	—	—	—	—	132 23	398 54		
Pelmadulla to Gurukandura	—	—	30·50	—	30·50	—	—	32,930 76	32,930 76	—	—	—	—	—	1,079 69		
Pelmadulla to Gilgarron	—	—	29	—	29	—	—	9,494 81	9,494 81	—	—	—	—	—	327 40		
Ratnapura to Pelmadulla	—	—	13·25	—	13·25	—	—	17,229 25	17,229 25	—	—	—	—	—	1,300 32		
Riverside road, Ratnapura	—	—	1	—	1	—	—	366 0	366 0	—	—	—	—	—	366 0		

* Includes Rs. 2,000 for improvements 83, 86, 87, and 88 miles.

Return of Roads, &c —*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1890.				Width of Track in Feet			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
PROVINCE OF SABARAGAMUWA—*contd*															
Kegalla District.															
Ambepussa to Alawwa	—	—	5	—	5	—	—	298 55	298 55	—	—	—	—	—	59 71
Avisawella towards Ginigathena ...	—	—	26	—	26	—	—	8,623 18	8,623 18	—	—	—	—	—	331 65
Dolosbage to Rambukkana	—	—	19·50	—	19·50	—	—	4,133 29	4,133 29	—	—	—	—	—	211 96
Kandy road, 34th milepost, Kadugannawa ...	—	—	28	—	28	—	—	6,867 44	6,867 44	—	—	—	—	—	245 26
Karawanella to Ruwanwella	—	—	1·75	—	1·75	—	—	695 63	695 63	—	—	—	—	—	397 50
Kegalla to Polgahawela	—	—	7·25	—	7·25	—	—	4,682 89	4,682 89	—	—	—	—	—	645 91
Roads in Government premises, Kegalla ...	—	—	1·50	—	1·50	—	—	96 0	96 0	—	—	—	—	—	64 0
Ruwanwella to Bulatkohopitiya ..	—	—	12·50	—	12·50	—	—	4,322 67	4,322 67	—	—	—	—	—	345 81
Total ...	19	17	205·75	—	241·75	299 39	2,248 0	108,522 97	111,070 36	—	—	—	15 75	132 23	527 45

Abstract.

	Natural.	Gravelled	Metalled.	Total.	Cost.
	Miles.	Miles.	Miles.	Miles.	Rs. c.
Western Province	—	146·52	179·58	326·10	185,919 7
Central Province	84·15	55·45	458·64	598·24	184,171 2
Northern Province	183	51·50	272·25	506·75	78,000 25
Southern Province	—	77·50	182·25	259·75	99,662 47
Eastern Province	126·25	149·37	68·25	343 87	68,704 44
North-Western Province	43	188·18	115·25	346·43	96,002 50
North-Central Province	—	234·24	11·50	245·74	45,783 61
Province of Uva	93·50	42	148·66	284·16	110,524 11
Province of Sabaragamuwa	19	17	205·75	241·75	111,070 36
Total ...	548·90	961·76	1,642·13	3,152·79	979,837 83*

*Average cost per mile Rs. 310·78.

Average Cost per Mile of Road Upkeep in the several Provinces.

	Metalled.	Track Metalled.	Gravelled.	Natural.	General Average.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province	805 27	—	213 67	—	570 12
Central Province	376 96	—	130 92	48 0	307 85
Northern Province	212 26	—	157 25	66 18	153 92
Southern Province	448 53	—	231 4	—	383 68
Eastern Province	519 10	—	190 57	38 9	199 79
North-Western Province	446 51	—	230 37	27 64	277 11
North-Central Province	509 41	—	170 44	—	186 30
Province of Uva	602 9	—	316 52	82 60	388 95
Province of Sabaragamuwa	527 45	—	132 23	15 75	459 44

Return of Roads in charge of the Public Works Department, 1895.

Name of Road.	Length in Miles.					Cost of Maintenance during 1895.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
WESTERN PROVINCE.															
COLOMBO MUNICIPALITY.															
Approach roads to public offices in the Colombo Fort	—	·22	—	—	·22	—	346 62	—	346 62	—	—	—	—	1,575 54	—
Leyden Bastion, Customs gate to Kotte toll ...	—	—	4	—	4	—	—	7,000 0	7,000 0	—	—	—	—	—	1,750 0
Fort to Grandpass	—	—	3·25	—	3·25	—	—	9,000 0	9,000 0	—	—	—	—	—	2,769 23
Fort to Wellawatta	—	—	4	—	4	—	—	7,000 0	7,000 0	—	—	—	—	—	1,750 0
Roads within the Customs premises ...	—	—	·33	—	·33	—	—	4,721 7	4,721 7	—	—	—	—	—	14,306 27
Town Hall to Mattakkuliya	—	—	3	—	3	—	—	4,500 0	4,500 0	—	—	—	—	—	1,500 0
Kelani bridge approaches	—	—	·90	—	·90	—	—	2,498 58	2,498 58	—	—	—	—	—	2,776 20
Colombo District beyond Municipality.															
Approach roads to railway stations, Wellawatta and Moratuwa	—	1·27 1·90	—	—	3·17	—	1,325 26	—	497 71 827 55	—	—	—	—	418 6	—
Branch roads, Dematagoda	—	·50	—	—	·50	—	49 67	—	49 67	—	—	—	—	99 34	—
Dematagoda to Wellampitiya	—	·75	·75	—	1·50	—	314 0	891 65	1,205 65	—	—	—	—	418 66	1,188 86
Grandpass to Dandugama	—	—	11·50	—	11·50	—	—	9,528 32	9,528 32	—	—	—	—	—	828 55
Grandpass to 34th milepost, Kandy road ...	—	—	30·75	—	30·75	—	—	19,056 73	19,056 73	—	—	—	—	—	619 73
Grandpass to Avisawella	—	—	27	—	27	—	—	22,831 87	22,831 87	—	—	—	—	—	845 62
Hanwella to Bope	—	8·50	—	—	8·50	—	1,299 78	—	1,299 78	—	—	—	—	152 91	—
Kelaniya to Biyagama	—	—	8	—	8	—	—	6,447 41	6,447 41	—	—	—	—	—	805 92
Kotte road toll bar to junction of Galle road near Wellawatta	—	—	7	—	7	—	—	4,489 18	4,489 18	—	—	—	—	—	641 31
Moratuwa to junction of Kesbawa road ...	—	—	3	—	3	—	—	1,269 16	1,269 16	—	—	—	—	—	423 5
Municipal toll bar at Bambalapitiya to Kotte road junction at Pamankada ...	—	—	·50	—	·50	—	—	50 7	50 7	—	—	—	—	—	100 14
Road leading to Sitawaka ferry ...	—	—	·25	—	·25	—	—	97 66	97 66	—	—	—	—	—	390 64
Urugodawatta road	—	—	5	—	5	—	—	5,104 44	5,104 44	—	—	—	—	—	1,020 88
Veyangoda-Ruanwella road to Western Province boundary	—	—	8·42	—	8·42	—	—	3,277 60	3,277 60	—	—	—	—	—	389 26
Wellawatta to Digarolla bridge ...	—	—	8	—	8	—	—	9,781 53	4,332 58 5,448 95	—	—	—	—	—	1,222 69
Welisara to Ragama	—	—	5	—	5	—	—	1,094 94	1,094 94	—	—	—	—	—	218 98
Wak-oya bridge to Labugama ...	—	—	9	—	9	—	—	2,226 23	2,226 23	—	—	—	—	—	·247 36

NEGOMBO DISTRICT.																	
Dandugama to Toppu	—	—	12	—	12	—	—	6,696 55	6,696 55	—	—	—	—	—	558 4		
Divulpitiya to Mirigama	—	8	—	—	8	—	2,500 0	—	2,500 0	—	—	—	—	312 50	—		
Dunagaha road	—	11·90	—	—	11·90	—	2,726 96	—	2,726 96	—	—	—	—	229 15	—		
Giriulla to Pasyala	—	12	—	—	12	—	2,369 14	—	2,369 14	—	—	—	—	197 42	—		
Kinadeniya road	—	—	3·25	—	3·25	—	—	498 1	498 1	—	—	—	—	—	153 23		
Minuwangoda to Kotadeniya... ...	—	10·94	—	—	10·94	—	1,428 34	—	1,428 34	—	—	—	—	130 56	—		
Minuwangoda to Henaratgoda ..	—	8·11	—	—	8·11	—	1,234 77	—	1,234 77	—	—	—	—	152 25	—		
Negombo to Giriulla	—	15·50	8	—	23·50	—	3,012 0	5,152 67	8,164 67	—	—	—	—	194 32	644 8		
Veyangoda to Negombo and Ja-ela to Minuwangoda	—	14·33	11	—	25·33	—	3,022 0	4,635 49	7,657 49	—	—	—	—	210 88	421 40		
KALUTARA DISTRICT.																	
Approach roads to railway stations, Panadure and Wadduwa	—	1	—	—	1	—	1,170 89	—	1,170 89	—	—	—	—	1,170 89	—		
Approach roads beyond Kalutara to Alutgama																	
Alutgama towards Matugama ...	—	10·75	—	—	10·75	—	2,231 34	—	2,231 34	—	—	—	—	207 56	—		
Alutgama Bazaar road	—	·25	—	—	·25	—	82 42	—	82 42	—	—	—	—	329 68	—		
Digarolla bridge to Bentota	—	—	26	—	26	—	—	21,605 86	21,605 86	—	—	—	—	—	830 99		
Nagoda-Warakagoda road	—	2·25	10·75	—	13	—	492 61	2,846 0	3,338 61	—	—	—	—	218 93	264 65		
Neboda to Matugama	—	3·50	2·50	—	6	—	1,095 0	1,373 14	2,468 14	—	—	—	—	312 85	549 25		
Panadure to Nambapana	—	—	22·75	—	22·75	—	—	8,357 18	8,357 18	—	—	—	—	—	367 34		
Road to Beruwala Customs	—	·66	—	—	·66	—	359 33	—	359 33	—	—	—	—	544 45	—		
Warakagoda to Horana	—	9	—	—	9	—	2,592 82	—	2,592 82	—	—	—	—	288 9	—		
Total ...	—	121·33	235·90	—	357·23	—	27,652 95	172,031 34	199,684 29	—	—	—	—	227 91	729 25		
CENTRAL PROVINCE.																	
KANDY DISTRICT.																	
Approach road to Gampola railway station ..	—	—	·25	—	·25	—	—	139 57	139 57	—	—	—	—	—	558 28		
Ampitiya road	—	2	3·50	—	5·50	—	314 63	632 0	946 63	—	—	—	—	157 31	180 57		
Bathford Valley road	—	—	6·60	—	6·60	—	—	2,588 97	2,588 97	—	—	—	—	—	392 27		
Carolina road	—	—	1·20	—	1·20	—	—	577 63	577 63	—	—	—	—	—	481 35		
Deltota road	—	—	19	—	19	—	—	7,977 81	7,977 81	—	—	—	—	—	419 88		
Ginigathena to Hatton bridge junction ...	—	—	13·60	—	13·60	—	—	6,443 48	6,443 48	—	—	—	—	—	473 78		
Hatton bridge junction to Norwood bridge ...	—	—	4·98	—	4·98	—	—	9,958 30	9,958 30	—	—	—	—	—	1,979 58		
Norwood bridge to Campion estate ...	—	—	10·05	—	10·05	—	—	6,176 78	6,176 78	—	—	—	—	—	614 60		
Nawalapitiya to Craigie Lea	—	—	20	—	20	—	—	4,995 54	4,995 54	—	—	—	—	—	249 77		
Dotale road	—	—	8·78	—	8·78	—	—	1,609 76	1,609 76	—	—	—	—	—	183 34		
Dolosbage road, 1st section	—	—	4	—	4	—	—	1,996 38	1,996 38	—	—	—	—	—	499 9		
Dolosbage road, 2nd section	—	—	6·25	—	6·25	—	—	2,599 35	2,599 35	—	—	—	—	—	415 86		
From junction of Hunasgiriya road to Iriyagastenna	—	—	3·20	—	3·20	—	—	1,356 94	1,356 94	—	—	—	—	—	424 4		
Gampola to Pussellawa	—	—	12	—	12	—	—	7,801 94	7,801 94	—	—	—	—	—	650 16		
Gampola to Nawalapitiya	—	—	10·70	—	10·70	—	—	3,211 2	3,211 2	—	—	—	—	—	300 9		
Ginigathena to boundary of Province ..	—	—	8	—	8	—	—	1,975 42	1,975 42	—	—	—	—	—	246 92		
Iriyagama to Aladeniya	—	6	—	—	6	—	599 52	—	599 52	—	—	—	—	99 92	—		
Kadugannawa to Peradeniya	—	—	6	—	6	—	—	2,394 13	2,394 13	—	—	—	—	—	399 2		

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1895.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
CENTRAL PROVINCE—*contd.*						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs c.	Rs. c.	Rs. c.
Kandy to Haragama ...	—	—	8·50	—	8·50	—	—	5,315 54	5,315 54	—	—	—	—	—	625 35
Kandy railway approach road	—	—	1	—	1	—	—	597 25	597 25	—	—	—	—	—	597 25
Katugastota to Balakaduwa ...	—	—	7·50	—	7 50	—	—	1,874 56	1,874 56	—	—	—	—	—	249 80
Katugastota to Madulkele ...	—	—	18·50	—	18·50	—	—	8,659 3	8,659 3	—	—	—	—	—	468 5
Katugastota to Galagedara ...	—	—	10	—	10	—	—	3,000 0	3,000 0	—	—	—	—	—	300 0
Katugastota to Queen's Hotel	—	—	2·38	—	2·38	—	—	2,261 65	2,261 65	—	—	—	—	—	950 27
Lady Horton's walk and connected paths	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lower Badulla road (Kandy section) ..	23·50	—	—	—	23·50	1,388 4	—	—	1,388 4	—	—	—	59 6	—	—
Maskeliya to Laxapana ...	—	—	3·60	—	3·60	—	—	1,395 15	1,395 15	—	—	—	—	—	387 54
Madulkele to Kabaragala ...	—	—	3·25	—	3·25	—	—	973 14	973 14	—	—	—	—	—	299 42
Madulkele to Bambara-ela ...	—	—	7·75	—	7·75	—	—	1,935 32	1,935 32	—	—	—	—	—	236 81
Madawala to Teldeniya and Nugatenna gap ...	—	—	18	—	18	—	—	4,563 42	4,563 42	—	—	—	—	—	253 52
Norwood bridge to Maskeliya ..	—	—	6·13	—	6·13	—	—	5,477 0	5,477 0	—	—	—	—	—	893 47
Maskeliya to Cruden gap ...	—	—	3·60	—	3·60	—	—	1,437 68	1,437 68	—	—	—	—	—	399 35
Brownlow to Luccombe ...	—	—	3·87	—	3·87	—	—	1,161 2	1,161 2	—	—	—	—	—	300 0
Nawalapitiya to Ginigathena ...	—	—	7·80	—	7 80	—	—	3,112 1	3,112 1	—	—	—	—	—	398 97
Norton-Carolina road ...	—	—	5·25	—	5·25	—	—	1,714 32	1,714 32	—	—	—	—	—	326 53
Norwood-Upcot road ...	—	—	8·25	—	8·25	—	—	3,242 97	3,242 97	—	—	—	—	—	393 8
Peradeniya to Gampola ...	—	—	8	—	8	—	—	2,496 6	2,496 6	—	—	—	—	—	312 0
Peradeniya to Lewella ferry ...	—	—	5·81	—	5·81	—	—	4,394 91	4,394 91	—	—	—	—	—	756 43
Pupuressa road ...	—	—	10	—	10	—	—	3,999 65	3,999 6	—	—	—	—	—	399 96
Strathdon-Fruithill road ...	—	—	1·70	—	1·70	—	—	670 22	670 22	—	—	—	—	—	394 24
Teldeniya to Rangalla ...	—	—	9 75	—	9·75	—	—	2,338 76	2,338 76	—	—	—	—	—	239 87
Tispane road ...	—	—	2·35	—	2·35	—	—	465 74	465 74	—	—	—	—	—	198 18
Wanarajah road ...	—	—	4·50	—	4·50	—	—	1,767 59	1,767 59	—	—	—	—	—	392 79
MATALE DISTRICT.															
Balakaduwa to junction of Trincomalee-Anuradhapura road ...	—	—	36·50	—	36·50	—	—	15,226 38	15,226 38	—	—	—	—	—	417 16
Beligamuwa to Mirisgoni-oya	—	14·10	—	—	14·10	—	1,691 64	—	1,691 64	—	—	—	—	119 97	—
Laggala-Tavalam road ...	24	—	—	—	24	1,199 66	—	—	1,199 66	—	—	—	49 9	—	—
Matale to Rattota ...	—	—	6·75	—	6·75	—	—	2,188 81	2,188 81	—	—	—	—	—	324 26
Mirisgoni-oya to Migaswewa ...	—	1·22	9	—	10·22	—	140 30	2,027 68	2,167 98	—	—	—	—	115 0	225 29
Naula *vid* Elahera to Pallegama	19	12	—	—	31	2,383 0	1,350 90	—	3,733 90	—	—	—	125 4	112 57	—
Ukuwala road ...	—	—	1·38	—	1·38	—	—	660 59	660 59	—	—	—	—	—	478 68

NUWARA ELIYA DISTRICT.																	
Lindula to Tillicoultry ...	...	—	—	1·35	—	1·65	—	—	984 81	984 81	—	—	—	—	—	596	85
Tillicoultry to Caledonia ...	...	—	—	4·25	—	4·25	—	—	2,496 69	2,496 69	—	—	—	—	—	587	45
Caledonia to end of Agra road	...	—	—	8·10	—	8 10	—	—	1,499 51	1,499 51	—	—	—	—	—	185	12
Blackpool bridle path ...	...	7·80	—	—	—	7·80	374 90	—	—	374 90	—	—	—	48 6	—	—	
Craigie Lea to Lindula ...	...	—	—	6	—	6	—	—	3,493 60	3,493 60	—	—	—	—	—	582	26
Dimbula-Dikoya junction ...	...	—	—	8·07	—	8·07	—	—	3,974 8	3,974 8	—	—	—	—	—	492	54
Haragama to Kurundu-oya ...	...	—	—	28·25	—	28 25	—	—	10,520 85	10,520 85	—	—	—	—	—	372	41
Holyrood road ...	...	—	—	·30	—	·30	—	—	242 95	2·2 95	—	—	—	—	—	809	83
Kandapola-Uda Pussellawa road	...	—	—	15·16	—	15·16	—	—	6,997 42	6,997 42	—	—	—	—	—	461	56
Lindula to Nuwara Eliya ...	...	—	—	16	—	16	—	—	6,636 84	6,636 84	—	—	—	—	—	414	80
Lake and Moon Plains road ...	...	—	3	2	—	5	—	852 0	529 54	1,381 54	—	—	—	—	284 0	264	77
New Bazaar road connecting the Uda Pussellawa and Badulla road	...	—	—	·16	—	·16	—	—	74 67	74 67	—	—	—	—	—	466	68
Pundaluoya-Tawalantenna road	...	—	—	9·25	—	9·25	—	—	2,599 84	2,599 84	—	—	—	—	—	281	6
Pundaluoya-Watagoda road ...	...	—	—	7·50	—	7·50	—	—	3,559 56	3,559 56	—	—	—	—	—	474	60
Pussellawa to Ramboda ...	...	—	—	9	—	9	—	—	4,949 94	4,949 94	—	—	—	—	—	549	99
Ramboda to Hakgala ...	...	—	—	19	—	19	—	—	9,007 3	9,007 3	—	—	—	—	—	474	4
Rappahannock bridle path ...	...	1·20	—	—	—	1·20	59 25	—	—	59 25	—	—	—	49 37	—	—	
Railway gorge road ...	...	—	—	3	—	3	—	—	599 0	599 0	—	—	—	—	—	199	66
Uda Pussellawa road ...	...	—	—	6·84	—	6·84	—	—	3,996 37	3,996 37	—	—	—	—	—	584	26
Uda Pussellawa-Dimbula junction road	...	—	—	1	—	1	—	—	997 44	997 44	—	—	—	—	—	997	44
Walaha road	...	—	—	1·91	—	1·91	—	—	498 19	498 19	—	—	—	—	—	260	83
Gonawatta ferry to Rajawella	...	—	—	4	—	4	—	—	1,997 0	1,997 0	—	—	—	—	—	499	25
SOUTHERN PROVINCE.		75·50	38·32	500·67	—	614 49	5,404 85	4,948 95	211,047 57	221,401 39	—	—	—	71 58	129 14	421	53
GALLE DISTRICT.																	
Bentota to Goyapana ...	...	—	—	43·25	—	43·25	—	—	22,712 64	22,712 64	—	—	—	—	—	525	14
Dodanduwa to Baddegama ...	...	—	—	6·50	—	6 50	—	—	2,657 20	2,657 20	—	—	—	—	—	408	80
Galle to Udugama ...	...	—	—	22·75	—	22·75	—	—	8,771 83	8,771 83	—	—	—	—	—	385	57
Galle to Akuressa ...	...	—	—	21	—	21	—	—	6,920 46	4,271 17 / 2,649 29	—	—	—	—	—	329	54
Kahawe to Batapola ...	...	—	4·25	1	—	5·25	—	1,059 0	407 22	1,466 22	—	—	—	—	—	407	22
Roads within the Municipality of Galle	...	—	—	4·75	—	4 75	—	—	7,395 87	7,395 87	—	—	—	—	249 17	1,557	2
Railway approach roads ...	...	—	—	·35	—	·35	—	—	723 18	723 18	—	—	—	—	—	2,066	22
MATARA DISTRICT.																	
Dikwella to Tangalla *via* Beliatta	...	—	—	13	—	13	—	—	3,933 47	3,297 84 / 635 63	—	—	—	—	—	302	57
Goyapana to Kemagoda ...	...	—	—	29	—	29	—	—	19,127 85	19,127 85	—	—	—	—	—	659	58
Kemagoda to Tangalla ...	...	—	—	7	—	7	—	—	2,377 38	2,377 38	—	—	—	—	—	339	62
Akuressa to Wiharahena ...	...	—	—	33	—	33	—	—	9,825 12	9,825 12	—	—	—	—	—	297	79
Matara to Hakmana ...	...	—	1	14	—	15	—	243 99	4,559 0	4,802 99	—	—	—	—	243 99	303	93
Matara new entrance road ...	...	—	—	1·25	—	1·25	—	—	486 75	486 75	—	—	—	—	—	389	40
HAMBANTOTA DISTRICT																	
Hambantota to Tanamalwila ...	...	—	16·25	12·25	—	28·50	—	1,774 87	4,392 0	6,166 87	—	—	—	—	109 9	358	53
Tangalla to Hambantota ...	...	—	—	26	—	26	—	—	8,992 53	8,992 53	—	—	—	—	—	345	86
Lewaya road, Hambantota to Bundala	...	—	8·50	—	—	8·50	—	1,691 14	—	1,691 14	—	—	—	—	198 95	—	
Tangalla-Hambantota road, 138th mile to Liyangahatota ...	...	6	5	—	—	11	247 0	1,275 10	—	1,522 10	—	—	—	41 16	255 2	—	
Wirawila to Kirinda *vid* Tissamaharama	...	—	11·25	—	—	11·25	—	1,715 18	—	1 715 18	—	—	—	—	152 40	—	
Total ..		6	46·25	235·10	—	287 35	247 0	7,759 28	103,282 50	111,288 78	—	—	—	41 16	168 68	439	31

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1895.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
NORTHERN PROVINCE.						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
JAFFNA DISTRICT.															
Achchuveli to Tondaimannaru ...	—	—	3·50	—	3·50	—	—	250 64	250 64	—	—	—	—	—	71 61
Drainage channels, Jaffna ...	10	—	—	—	10	669 24	—	—	669 24	—	—	—	66 92	—	—
Gravets of Jaffna ...	—	—	44	—	44	—	—	7,215 12	7,215 12	—	—	—	—	—	163 97
Jaffna to Karativu ...	—	—	14·25	—	14·25	—	—	2,983 4	2,983 4	—	—	—	—	—	209 33
Jaffna to Kankesanturai ...	—	—	11·50	—	11·50	—	—	2,950 4	2,950 4	—	—	—	—	—	256 52
Jaffna and Point Pedro road...	—	—	21	—	21	—	—	3,478 65	3,478 65	—	—	—	—	—	165 54
Jaffna to Kaitadi ...	—	—	6·50	—	6·50	—	—	1,666 52	1,666 52	—	—	—	—	—	256 38
Manippai to Kaitadi ...	—	—	8	—	8	—	—	1,180 12	1,180 12	—	—	—	—	—	147 51
Punnalai road ...	—	—	10·50	—	10·50	—	—	1,836 8	1,836 8	—	—	—	—	—	174 86
Pannaitturai to Kayts ...	—	—	10	—	10	—	—	821 83	831 83	—	—	—	—	—	82 18
Point Pedro to Punnalai ...	—	—	25	—	25	—	—	2,947 20	2,947 20	—	—	—	—	—	117 88
Tellippalai to Pandateruppu...	—	—	4·50	—	4·50	—	—	620 0	620 0	—	—	—	—	—	137 77
Valukkai-aru to Velanai ...	—	—	4	—	4	—	—	427 35	427 35	—	—	—	—	—	106 83
Vallai to Valluvedditurai ...	—	—	3·50	—	3·50	—	—	417 47	417 47	—	—	—	—	—	119 27
PALLAI DISTRICT.															
Chavakachcheri to Karaveddi ...	—	—	12	—	12	—	—	1,616 41	1,616 41	—	—	—	—	—	134 70
Karanavai to Tunnalai ...	—	—	5·50	—	5·50	—	—	557 87	557 87	—	—	—	—	—	101 43
Kaitadi to Kokkavil ...	—	—	44	—	44	—	—	16,446 20	16,446 20	—	—	—	—	—	373 77
Point Pedro to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,662 7	1,662 7	—	—	—	—	—	195 53
Puttur to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,269 51	1,269 51	—	—	—	—	—	149 35
VAVUNIYA DISTRICT.															
Central road to Mullaittivu (new trace) ...	—	19·50	11	—	30·50	—	2,954 0	2,254 16	5,208 16	—	—	—	—	151 48	204 92
Kokkavil to Galkandamadu ...	—	—	44·25	—	44·25	—	—	14,379 39	14,379 39	—	—	—	—	—	324 95
Mullaittivu to Central road (old trace) ...	26	1	—	—	27	1,819 89	205 0	—	2,024 89	—	—	—	69 99	205 0	—
Vavuniya to Parayanalankulam ...	14·63	7·62	—	—	22·25	1,357 0	1,020 73	—	2,377 73	—	—	—	92 75	133 95	—
Vavuniya towards Horowapotana ...	—	6	—	—	6	—	517 55	—	517 55	—	—	—	—	86 25	—
MANNAR DISTRICT.															
Coast road to Colombo ...	71·25	6·25	—	—	77·50	3,365 0	472 40	—	3,837 40	—	—	—	47 22	75 58	—
Yakwewa to Pesalai ...	17·50	28·25	7·75	—	53·50	1,260 0	4,166 0	2,475 2	7,901 2	—	—	—	72 0	147 40	319 38
Mannar causeway ...	—	—	1·75	—	1·75	—	—	999 55	999 55	—	—	—	—	—	571 17
Total ...	139·38	68·62	309·50	—	517·50	8,471 13	9,335 68	68,454 24	86,261 5	—	—	—	60 77	136 4	221 17

EASTERN PROVINCE.																	
BATTICALOA DISTRICT.																	
Arasadi to Malkompuddi	—	3·25	—	—	3·25	—	574 64	—	574 64	—	—	—	—	176 81	—		
Akkaraipattu-Sakamam road	—	9	2	—	11	—	1,483 0	548 70	2,031 70	—	—	—	—	164 77	274 35		
Coast road, Batticaloa and Kalmunai Districts	47	42·75	61·50	—	151·25	1,316 6	16,067 0	16,482 0	33,865 62	—	—	—	28 1	375 83	268 0		
Chavalakaddai to Chadiyantalawa ..	—	6	—	—	6	—	999 62	—	999 62	—	—	—	—	166 60	—		
Kalkudah road	—	—	3·50	—	3·50	—	—	771 3	771 3	—	—	—	—	—	220 29		
Karativu to Sammanturai and Irakkamam ...	—	4·50	8·50	—	13	—	615 67	1,884 0	2,499 67	—	—	—	—	136 81	221 64		
Kidanki to Kalmunai	—	—	2	—	2	—	—	449 91	449 91	—	—	—	—	—	224 95		
Maduru-oya to Eravur	—	—	44·25	—	44·25	—	—	25,739 67	25,739 67	—	—	—	—	—	581 68		
Punkudaveli road	—	—	1·50	—	1·50	—	—	143 64	143 64	—	—	—	—	—	95 76		
Pottuvil-Muppane road	8	6	—	—	14	564 0	1,134 91	—	1,698 91	—	—	—	70 50	189 15	—		
Road from the resthouse to the Bar, Batticaloa	—	—	3	—	3	—	—	1,238 79	1,238 79	—	—	—	—		412 93		
TRINCOMALEE DISTRICT.																	
Coast road, Trincomalee District ..	60	30·12	—	—	90·12	3,280 89	2,917 0	—	6,197 89	—	—	—	54 68	96 84	—		
Gravets of Trincomalee	—	5·40	—	—	5·40	—	940 23	—	940 23	—	—	—	—	174 11	—		
Trincomalee to Kituluttu	—	6	23	—	29	—	546 0	9,098 78	9,644 78	—	—	—	—	91 0	395 59		
Trincomalee towards Anuradhapura ...	—	22·50	—	—	22·50	—	4,083 19	—	4,083 19	—	—	—	—	181 47	—		
Total ..	115	135·52	149·25	—	399·77	5,161 51	29,361 26	56,356 52	90,879 29	—	—	—	44 88	216 65	377 59		
NORTH-WESTERN PROVINCE.																	
KURUNEGALA DISTRICT.																	
Dankotuwa-Giriulla road	—	—	18·25	—	18·25	—	—	3,904 24	3,904 24	—	—	—	—	—	213 38		
Kurunegala to Nikaweratiya	—	—	25	—	25	—	—	11,099 6	11,099 6	—	—	—	—	—	4 3 96		
Kurunegala to Beligamuwa	—	5	17	—	22	—	917 81	5,240 0	6,157 81	—	—	—	—	183 56	308 23		
Kurunegala to Giriulla	—	—	22	—	22	—	—	4,995 8	4,995 8	—	—	—	—	—	227 4		
Kurunegala to Galagedara	—	—	13·50	—	13·50	—	—	5,993 96	5,993 96	—	—	—	—	—	443 99		
Maharagama to Polgahawela	—	—	15·25	—	15·25	—	—	3,768 4	3,768 4	—	—	—	—	—	247 8		
Naranmulla to Dummalasuriya ...	—	10	12·25	—	22·25	—	1,780 0	3,771 50	5,551 50	—	—	—	—	178 9	307 87		
Padeniya to Siyambalagama	—	—	33·50	—	33·50	—	—	6,599 84	6,599 84	—	—	—	—	—	197 1		
Polgahawela to Kurunegala	—	—	12	—	12	—	—	4,798 39	4,798 39	—	—	—	—	—	399 86		
Railway approach road	—	—	·62	—	·62	—	—	269 36	269 36	—	—	—	—	—	434 45		
PUTTALAM DISTRICT.																	
Akkarai pattu road	—	20	—	—	20	—	5,992 97	—	5,992 97	—	—	—	—	299 64	—		
Main road to Kiriankala bridge ...	—	·83	—	—	·83	—	164 86	—	164 86	—	—	—	—	198 62	—		
Nikaweratiya to Puttalam	—	—	29	—	29	—	—	12,870 85	12,870 85	—	—	—	—	—	443 82		
Puttalam to Kala-oya	—	—	23·50	—	23·50	—	—	7,043 98	7,043 98	—	—	—	—	—	299 74		
Puttalam to Battulu-oya	—	15	5·50	—	20·50	—	3,893 55	2,252 0	6 145 55	—	—	—	—	259 57	409 45		
Puttalam to Madurugama	38	3	—	—	41	1,413 0	712 29	—	2,125 29	—	—	—	37 18	237 43	—		
Roads to salt stores and town road, Puttalam	—	—	9·50	—	9·50	—	—	3,891 34	3,891 34	—	—	—	—		409 61		
Service road at Palavi	—	4	—	—	4	—	798 63	—	798 63	—	—	—	—	199 65	—		

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1895.				Width of Track in Feet.			Average Cost per Mile.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
NORTH-WESTERN PROVINCE—*contd.*															
CHILAW DISTRICT.						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.
Chilaw-Wariyapola road	—	22·50	4	—	26·50	—	4,015 78	3,000 0	7,015 78	—	—	—	—	178 47	750 0
Kompaspara	—	2	—	—	2	—	199 73	—	199 73	—	—	—	—	99 86	—
Madampe to Dummalasuriya ...	—	—	6	—	6	—	—	1,911 91	1,911 91	—	—	—	—	—	318 65
Natandiya to Marawila ...	—	—	3	—	3	—	—	890 51	890 51	—	—	—	—	—	296 83
Pilakatumulla road ...	—	2	—	—	2	—	173 75	—	173 75	—	—	—	—	86 87	—
Toppu to Battulu-oya	—	19	17	—	36	—	6,298 44	10,809 0	17,107 44	—	—	—	—	331 49	635 82
Total ...	38	103·33	266·87	—	408·20	1,413 0	24,947 81	93,109 6	119,469 87	—	—	—	37 18	241 43	348 89
NORTH-CENTRAL PROVINCE.															
Anuradhapura to Siyambalagama ...	—	11·75	7·25	—	19	—	1,212 0	2,447 28	3,659 28	—	—	—	—	103 14	337 55
Approach roads to public buildings ...	—	·47	·43	—	·90	—	76 0	184 26	260 26	—	—	—	—	161 70	428 51
Galkulam through Mihintale to Rambewa ..	—	11·87	—	—	11·87	—	1,537 48	—	1,537 48	—	—	—	—	129 52	—
Horawapotana towards Vavuniya ..	—	22·60	—	—	22·60	—	2,449 8	—	2,449 8	—	—	—	—	108 36	—
Habarana-Topawewa road	—	14	—	—	14	—	1,323 67	—	1,323 67	—	—	—	—	94 54	—
Inner Circular road, Anuradhapura ..	—	1·25	·50	—	1·75	—	195 0	127 19	322 19	—	—	—	—	156 0	254 38
Kala-oya to Galgodahena	—	49·16	15·50	—	64·66	—	7,133 0	4,320 47	11,453 47	—	—	—	—	145 9	278 74
Kalawewa-Galawela road	—	11·70	—	—	11·70	—	1,060 36	—	1,060 36	—	—	—	—	90 62	—
Kalawewa to Kekirawa	—	9	—	—	9	—	1,150 0	—	1,150 0	—	—	—	—	127 77	—
Madawachchi to Yakwewa	—	7·32	—	—	7·32	—	2,251 26	—	2,251 26	—	—	—	—	307 54	—
Migaswewa to Kituluttu	—	13	14·50	—	27·50	—	822 81	3,363 0	4,185 81	—	—	—	—	63 29	231 93
Mirisgomi-oya to Galkandamadu ...	—	2	62·33	—	64 33	—	194 0	23,655 95	23,849 95	—	—	—	—	97 0	379 52
Outer Circular road, Anuradhapura ..	—	6·23	—	—	6·23	—	598 92	—	598 92	—	—	—	—	96 13	—
Total ..	—	160·35	100·51	—	260·86	—	20,003 58	34,098 15	54,101 73	—	—	—	—	124 74	339 25
PROVINCE OF UVA.															
Badulla to Taldena ...	—	5	5	—	10	—	1,295 11	2,700 0	3,995 11	—	—	—	—	259 2	540 0
Badulla to boundary of Eastern Province ...	—	—	49·50	—	49·50	—	—	26,314 61	26,314 61	—	—	—	—	—	531 60
Badulla to Halpe	—	—	39·75	—	39·75	—	—	35,923 40	35,923 40	—	—	—	—	—	903 73
Bridle road, Ella to Wellawaya ...	17	—	—	—	17	848 70	—	—	848 70	—	—	—	49 99	—	—
Dikwella to Madulla	10·25	—	5·75	—	16	—	1,596 0	2,649 28	4,245 28	—	—	—	155 70	—	460 74
Dikwella to Hakgala	—	—	28	—	28	—	—	12,528 37	12,528 37	—	—	—	—	—	447 43

Haldummulla to Wellawaya	—	—	22·50	—	22·50	—	—	14,249 99	14,249 99	—	—	—	—	—	633 33
Horton Plains road	13	—	—	—	13	1,125 61	—	—	1,125 61	—	—	—	86 58	—	—
Kumbalwella, Ella, and Namunakuli gap ..	—	—	12	—	12	—	—	5,993 5	5,993 5	—	—	—	—	—	499 42
Lower Badulla road, Badulla section ...	15	—	—	—	15	746 8	—	—	746 83	—	—	—	49 78	—	—
Naula-Spring Valley road	—	—	7·60	—	7·60	—	—	3,798 12	3,798 12	—	—	—	—	—	499 75
Passara-Madulsima road	—	—	11·25	—	11·25	—	—	5,589 72	5,589 72	—	—	—	—	—	496 86
Umaoya-Uda Pussellawa road ...	9	—	—	—	9	559 81	—	—	559 81	—	—	—	62 20	—	—
Wellawaya to Tanamalwila	—	10·50	10·50	—	21	—	1,343 57	5,018 0	6,361 57	—	—	—	—	127 95	477 90
Wellawaya to Monaragala and towards Pottuvil	27	21·50	—	—	48·50	3,780 0	5,899 56	—	9,679 56	—	—	—	140 0	274 35	—
Total ..	91·25	37	191·85	—	320·10	7,060 95	10,134 24	114,764 54	131,959 73	—	—	—	77 38	273 85	598 14
PROVINCE OF SABARAGAMUWA.															
RATNAPURA DISTRICT.															
Ambawella to Horton Plains	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avisawella to Ratnapura	—	—	26	—	26	—	—	15,495 65	15,495 65	—	—	—	—	—	595 98
Bulutota-Eraporuwa road	6	—	—	—	6	339 35	—	—	339 35	—	—	—	56 55	—	—
Eratna-Kuruwiti road	8	—	—	—	8	336 38	—	—	366 38	—	—	—	45 75	—	—
Morawaka-Rakwana road	16	—	—	—	16	700 12	—	—	700 12	—	—	—	43 75	—	—
Madampe-Wellawaya road	7·25	—	6	—	13·25	570 0	—	2,070 13	2,640 13	—	—	—	78 62	—	345 2
Nambapana road	—	—	21·50	—	21·50	—	—	4,956 93	4,956 93	—	—	—	—	—	230 55
Ratnapura to Halpe	—	—	43·75	—	43·75	—	—	25,943 6	25,943 6	—	—	—	—	—	592 98
Pelmadulla to Gilgarron	—	—	29	—	29	—	—	9,670 0	9,670 0	—	—	—	—	—	333 44
Riverside road, Ratnapura	—	—	1	—	1	—	—	472 78	472 78	—	—	—	—	—	472 78
KEGALLA DISTRICT.															
Ambepussa to Alawwa	—	—	5	—	5	—	—	294 98	294 98	—	—	—	—	—	58 99
Avisawella towards Ginigathena ...	—	—	26	—	26	—	—	11,145 71	11,145 71	—	—	—	—	—	428 68
Dolosbage towards Rambukkana ...	—	—	19 50	—	19·50	—	—	6,313 59	6,313 59	—	—	—	—	—	323 77
Kandy road, 34th milepost to Kadugannawa ...	—	—	28	—	28	—	—	9,800 0	9,800 0	—	—	—	—	—	35 0
Karawanella to Glenella	—	—	14·50	—	14·50	—	—	7,064 62	7,064 62	—	—	—	—	—	487 21
Kegalla to Polgahawela	—	—	7·25	—	7·25	—	—	2,899 87	2,899 87	—	—	—	—	—	399 98
Kegalla to Bulatkohopitiya	—	—	14	—	14	—	—	7,700 0	7,700 0	—	—	—	—	—	550 0
Ruanwella to boundary of Province ...	—	—	9	—	9	—	—	4,330 56	4,330 56	—	—	—	—	—	481 17
Roads in Government premises, Kegalla ...	—	—	1·50	—	1·50	—	—	95 76	95 76	—	—	—	—	—	63 84
Yatiyantota-Polatagama road ...	—	—	3	—	3	—	—	1,481 22	1,481 22	—	—	—	—	—	493 74
Total ..	37 25	—	255	—	292·25	1,975 85	—	109,734 86	111,710 71	—	—	—	53 4	—	430 33

Abstract.

	Natural.	Gravelled.	Metalled.	Total.	Cost.
	Miles.	Miles.	Miles.	Miles.	Rs. c.
Western Province	—	121·33	235·90	357·23	199,684 29
Central Province	75·50	38·32	500·67	614·49	221,401 39
Northern Province	139·38	68·62	309·50	517·50	86,261 5
Southern Province	6	46·25	235·10	287·35	111,288 78
Eastern Province	115	135·52	149·25	399·77	90,879 29
North-Western Province	38	103·33	266·87	408·20	119,469 87
North-Central Province	—	160·35	100·51	260·86	54,101 73
Province of Uva	91·25	37	191·85	320·10	131,959 73
Province of Sabaragamuwa	37·25	—	255	292·25	111,710 71
Total ...	502·38	710·72	2,244·65	3,457·75	1,126,756 84*

*Average cost per mile Rs. 325·86.

Average Cost per Mile of Road Upkeep in the several Provinces.

	Metalled.	Track Metalled.	Gravelled.	Natural.	General Average.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western Province	729 25	—	227 91	—	558 97
Central Province	421 53	—	129 14	71 58	360 30
Northern Province	221 17	—	136 4	60 77	166 68
Southern Province	439 31	—	168 68	41 16	386 59
Eastern Province	377 59	—	216 65	44 88	227 32
North-Western Province	348 89	—	241 43	37 18	292 67
North-Central Province	339 25	—	124 74	—	207 39
Province of Uva	598 14	—	273 89	77 38	412 24
Province of Sabaragamuwa	430 33	—	—	53 4	382 24

Return of Roads in charge of the Public Works Department, 1897.

Name of Road.	Length in Miles.				Cost of Maintenance during 1897.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
WESTERN PROVINCE.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Colombo Municipality.																	
Approach roads to public offices in the Colombo Fort	—	—	—	—	—	376 15	—	376 15	—	12	—	—	376 15	—	No	return	kept
Chatham street extension	—	—	·43	·43	—	—	520 55	520 55	—	—	36	—	—	1,210 58			
Kĕlani bridge approaches	—	—	·90	·90	—	—	2,495 76	2,495 76	—	—	30	—	—	2,773 6	—	—	491
Roads within the Customs premises ...	—	—	—	—	—	—	4,887 61	4,887 61	—	—	26	—	—	4,887 61	No	return	kept
Colombo District beyond Municipality.																	
Approach roads to railway stations, Wellawatta and Moratuwa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Approach roads to Wellawatta, Dehiwala, and Mount Lavinia	—	1·27	—	1·27	—	429 16	—	429 16	—	10	—	—	338 70	—	No	return	kept
Approach roads to Angulana, Lunawa, and Moratuwa	—	1·90	—	1·90	—	1,081 75	—	1,081 75	—	10	—	—	569 34	—	—	80	—
Branch roads, Dematagoda	—	·50	—	·50	—	25 15	—	25 15	—	15	—	—	50 30	—	5 carts per month		
Dematagoda to Wellampitiya	—	·75	·75	1·50	—	—	521 56	521 56	—	11	11	—	—	347 66	—	16	16
Grandpass to Dandugama	—	—	11·50	11·50	—	—	12,544 62	12,544 62	—	—	12	—	—	1,090 83	—	—	647
Grandpass to 34th mile, Kandy road ...	—	—	30·75	30·75	—	—	21,398 61	21,398 61	—	—	11	—	—	695 88	—	—	346
Grandpass to Avisawella	—	—	27	27	—	—	22,253 6	22,253 6	—	—	11	—	—	824 18	—	—	410
Hanwella to Bope	—	8·5	—	8·5	—	1,307 71	—	1,307 71	—	10	—	—	153 84	—	—	—	74
Kelaniya to Biyagama	—	—	8	8	—	—	5,244 84	5,244 84	—	—	10	—	—	655 60	—	—	199
Kotte road toll bar to junction of Galle road near Wellawatta	—	—	7	7	—	—	4,178 55	4,178 55	—	—	9	—	—	595 50	—	—	245
Moratuwa to junction of Kesbawa road ..	—	—	3	3	—	—	2,000 0	2,000 0	—	—	10	—	—	666 67	—	—	48
Municipal toll bar at Bambalapitiya to Kotte road junction at Pamankada	—	—	·50	·50	—	—	82 19	82 19	—	—	9	—	—	164 38	—	—	32
Urugodawatta road	—	—	5	5	—	—	5,321 66	5,321 66	—	—	11	—	—	1,064 33	—	—	265
Veyangoda-Ruanwella road to Western Province boundary	—	—	8·42	8·42	—	—	5,199 28	5,199 28	—	—	9	—	—	617 49	—	—	79
Wellawatta to Digarolla bridge (from Wellawatta to 7th mile, Galle road)	—	—	3	3	—	—	4,365 41	4,365 41	—	—	12	—	—	1,455 13	—	—	224
From 7th mile, Galle road, to Digarolla bridge ...	—	—	5	5	—	—	4,200 0	4,200 0	—	—	10	—	—	840 0	—	—	198
Welisara to Ragama	—	—	5	5	—	—	1,156 39	1,156 39	—	—	9	—	—	231 27	—	—	139
Wakoya to Labugama	—	—	9	9	—	—	2,387 70	2,387 70	—	—	10	—	—	265 30	—	—	32

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.				Cost of Maintenance during 1897.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
NEGOMBO DISTRICT.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Approach roads to Henaratgoda and Veyangoda railway stations	—	—	12	12	—	—	7,447 67	7,447 67	—	—	14	—	—	620 63	—	—	—
Dandugama to Toppu	—	6	6	12	—	1,102 90	1,396 86	2,499 76	—	9	6	—	183 81	262 81	—	—	193
Giriulla to Pasyala	—	9	9·50	18·50	—	1,559 41	5,263 11	6,822 52	—	10	10	—	173 26	554 1	—	—	—
Ja-ela to Kotadeniyawa	—	8·11	—	8·11	—	1,331 0	—	1,331 0	—	10	—	—	164 22	—	—	1·72	—
Minuwangoda to Henaratgoda	—	12	7	19	—	2,896 64	3,172 20	6,068 84	—	9	6	—	241 38	453 19	—	—	—
Maha Hunupitiya to Mugurugampola ...	—	—	23·50	23·50	—	—	9,387 13	9,387 13	—	—	12	—	—	399 45	—	—	170
Negombo to Giriulla	—	14·38	3·45	17·83	—	3,216 41	2,540 19	5,756 60	—	10	10	—	223 67	736 28	—	—	—
Veyangoda to Negombo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Approach road to Mahara prison																	
KALUTARA DISTRICT.																	
Approach road to railway stations, Panadure and Wadduwa	—	1	—	1	—	1,370 0	—	1,370 0	—	9	—	—	1,370 0	—	—	50	—
Approach roads beyond Kalutara to Alutgama	—	·25	—	·25	—	171 0	—	171 0	—	8	—	—	684 0	—	—	27	—
Alutgama Bazaar road	—	4·25	6·50	10·75	—	1,396 24	2,366 51	3,762 75	—	8	8	—	328 52	364 7	—	27	27
Alutgama towards Matugama	—	4·43	—	4·43	—	1,261 0	—	1,261 0	—	8	—	—	284 65	—	—	1	—
Badureliya to Kukulegama	—	—	26	26	—	—	21,400 0	21,400 0	—	—	10	—	—	823 8	—	—	200
Digarolla bridge to Bentota	—	—	13	13	—	—	3,400 0	3,400 0	—	—	8	—	—	261 54	—	—	20
Nagoda-Warakagoda road	—	2	4	6	—	644 22	2,355 78	3,000 0	—	8	8	—	322 11	588 94	—	20	30
Neboda to Matugama	—	—	22·75	22·75	—	—	9,100 0	9,100 0	—	—	8	—	—	400 0	—	—	60
Panadure to Nambapana	—	·66	—	·66	—	369 0	—	369 0	—	8	—	—	243 54	—	—	30	—
Road to Beruwala Customs	—	1·75	—	1·75	—	516 0	—	516 0	—	6	—	—	294 86	—	—	7	—
Road leading to District Hospital, Neboda ...	—	9	—	9	—	2,813 0	—	2,813 0	—	7	—	—	312 55	—	—	15	—
Warakagoda to Horana																	
Total ...	—	85·75	2589·5	344·70	—	21,866 74	166,587 24	188,453 98	—	—	—	—	255 0	644 0	—	—	—
CENTRAL PROVINCE.																	
KANDY DISTRICT.																	
Approach road to Gampola railway station ...	—	—	·25	·25	—	—	144 50	144 50	—	—	10	—	—	576 0	—	—	30
Ampitiya road	—	2	3·50	5·50	—	162 16	851 45	1,013 61	—	12	12	—	81 8	243 27	—	40	91
Bathford Valley road (Government moiety) ...	—	—	6·60	6·60	—	—	2,651 77	2,651 77	—	—	11–16	—	—	401 78	—	—	11
Carolina road	—	—	1·20	1·20	—	—	585 0	585 0	—	—	12–14	—	—	487 50	—	—	5
Deltota road (Government moiety) ...	—	—	19	19	—	—	9,220 30	9,220 30	—	—	14	—	—	485 27	—	—	44
Dikoya road :																	
Nawalapitiya to Hatton bridge junction ...	—	—	21·40	21·40	—	—	9,974 77	9,974 77	—	—	11–17	—	—	463 30	—	—	17

Hatton bridge junction to Norwood bridge (Government moiety)	—	—	4·98	4·98	—	—	9,959	9	9,959	9	—	—	14–20	—	—	1,999	82	—	—	117
Norwood bridge to Campion estate (Govt. moiety	—	—	10· 5	10· 5	—	—	7,035	55	7,035	55	—	—	11–15	—	—	700	5	—	—	23
Dimbula road, Nawalapitiya to Craigie Lea ...	—	—	20	20	—	—	6,933	38	6,933	38	—	—	12	—	—	346	66	—	—	22
Dotale road (Government moiety) ...	—	—	4·78	4·78	—	—	1,190	10	1,190	10	—	—	8	—	—	248	97	—	—	50
Dolosbage road, first section	—	—	4	4	—	—	1,982	40	1,982	40	—	—	12	—	—	498	10	—	—	32
Dolosbage road, second section (Govt. moiety)	—	—	6·25	6·25	—	—	3,406	24	3,406	24	—	—	12	—	—	528	99	—	—	26
*Duckwari bazaar to Kota-ganga (Government moiety)	—	1·75	—	1·75	—	—	—		—		—	—	8	—	—	—		—	1	—
From junction of Hunasgiriya road to Iriyagastenna	—	—	3·20	3·20	—	—	1,357	0	1,357	0	—	—	9	—	—	424	6	—	—	53
Gampola to Pussellawa	—	—	12	12	—	—	7,802	75	7,802	75	—	—	10	—	—	650	22	—	—	50
Gampola to Nawalapitiya	—	—	10·70	10·70	—	—	3,745	25	3,745	25	—	—	10	—	—	350	2	—	—	12
Ginigathena to boundary of Province ...	—	—	8	8	—	—	2,400	0	2,400	0	—	—	10–13	—	—	300	0	—	—	4
Gonawatta ferry to Rajawella	—	—	4	4	—	—	2,099	93	2,099	93	—	—	8	—	—	524	98	—	—	20
Iriyagama to Aladeniya	—	6	—	6	—	599	90	—	599	90	—	8	—	—	99	98	—	—	2	—
Kadugannawa to Peradeniya	—	—	6	6	—	—	2,316	14	2,316	14	—	—	14	—	—	386	2	—	—	25
Kandy to Haragama	—	—	8·50	8·50	—	—	5,226	24	5,226	24	—	—	14	—	—	614	85	—	—	34
Kandy railway approach road	—	—	1	1	—	—	715	93	715	93	—	—	40	—	—	715	93	—	—	176
Katugastota to Balakaduwa	—	—	7·50	7·50	—	—	1,876	21	1,876	21	—	—	8	—	—	250	16	—	—	20
Katugastota to Madulkele	—	—	18·50	18·50	—	—	8,659	73	8,659	73	—	—	8	—	—	468	9	—	—	100
Katugastota to Galagedara	—	—	10	10	—	—	3,012	58	3,012	58	—	—	8	—	—	301	25	—	—	20
Katugastota to Queen's Hotel	—	—	2·38	2·38	—	—	2,445	56	2,445	56	—	—	30	—	—	1,027	52	—	—	191
Lower Badulla road, Kandy section ...	23·50	—	—	23·50	1,065	85	—		1,065	85	8	—	—	45	35	—		—	—	—
Madulkele to Kabaragala (Government moiety) ...	—	—	3·25	3·25	—	—	974	24	974	24	—	—	8	—	—	299	76	—	—	10
Madulkele to Bambara-ela (Government moiety)...	—	—	7·75	7·75	—	—	2,461	56	2,461	56	—	—	8	—	—	317	62	—	—	20
Madawala to Teldeniya and Nugatenna gap ...	—	—	18	18	—	—	4,564	60	4,564	60	—	—	8	—	—	253	59	—	—	66
Maskeliya road :—																				
Norwood bridge to Laxapana and Moray (Government moiety)	—	—	9·73	9·73	—	—	6,889	55	6,889	55	—	—	10–15	—	—	708	7	—	—	57
Maskeliya to Cruden gap (Government moiety)	—	—	3·60	3·60	—	—	1,440	0	1,440	0	—	—	10–14	—	—	400	0	—	—	23
Brownlow to Luccombe (do.)	—	—	3·87	3·87	—	—	1,162	0	1,162	0	—	—	9	—	—	300	26	—	—	29
Norton-Carolina road (do.)	—	—	5·25	5·25	—	—	2,099	77	2,099	77	—	—	10	—	—	399	96	—	—	6
Norwood-Upcot road (do.)	—	—	8·25	8·25	—	—	4,455	77	4,455	77	—	—	10–14	—	—	540	9	—	—	27
Peradeniya to Gampola	—	—	8	8	—	—	2,450	58	2,450	58	—	—	14	—	—	306	32	—	—	22
Peradeniya to Lewella ferry	—	—	5·81	5·81	—	—	4,700	16	4,700	16	—	—	30	—	—	808	98	—	—	117
Pupuressa road (Government moiety) ...	—	—	10	10	—	—	6,220	0	6,220	0	—	—	10	—	—	622	0	—	—	40
Rangalla-Nitre Cave road (Government moiety) ...	—	—	3·75	3·75	—	—	1,123	72	1,123	72	—	—	8	—	—	299	65	—	—	6
Strathdon-Fruithill road	—	—	1·70	1·70	—	—	683	99	683	99	—	—	10	—	—	402	35	—	—	5
Teldeniya to Rangalla	—	—	9·75	9·75	—	—	2,437	19	2,437	19	—	—	8	—	—	249	97	—	—	33
Tispane road	—	—	2·35	2·35	—	—	572	39	572	39	—	—	12	—	—	243	53	—	—	7
Ulapane station road	—	—	·30	·30	—	—	120	0	120	0	—	—	10	—	—	400	0	—	—	½
Wanarajah road (Government moiety) ...	—	—	4·50	4·50	—	—	1,800	0	1,800	0	—	—	10–13	—	—	400	0	—	—	11
MATALE DISTRICT.																				
Balakaduwa to junction of Trincomalee-Anuradhapura road	—	—	36·50	36·50	—	—	17,695	9	17,695	9	—	—	12	—	—	448	29	—	—	50
Beligamuwa to Mirisgoni-oya	—	14·10	—	14·10	—	1,689	3	—	1,689	3	—	12	—	—	119	79	—	—	* 28	—
Dotale road (Government moiety) ...	—	—	4	4	—	—	995	92	995	92	—	—	8	—	—	248	97	—	—	50
Laggala-Tavalam road	24	—	—	24	959	—	—		959	3	4	—	—	39	96	—		—	—	—
Matale to Rattota...	—	—	6·75	6·75	—	—	2,240	77	2,240	77	—	—	12	—	—	331	96	—	—	26

* New road.

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.				Cost of Maintenance during 1897.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
					Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Mirisgoni-oya to Migaswewa	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Naula *vid* Elahera to Pallegama	31	—	—	31	3,659 0	—	—	3,659 0	12	12	—	117 46	—	—	10	25	—
Ukuwala road	—	—	1·37	1·37	—	—	409 87	409 87	—	—	12	—	—	299 17	—	—	14
Kalawewa to Galawella	—	7·50	—	7·50	—	—	—	—	—	12	—	—	—	—	—	—	—
Palapatwella to Galawella	—	19	—	19	—	2,234 86	—	2,234 86	—	12	—	—	117 62	—	—	17	—
NUWARA ELIYA DISTRICT.																	
Lindula to end of Agra road (Government moiety)	—	—	14	14	—	—	8,362 67	8,362 67	—	—	14	—	—	590 19	—	—	96
Approach roads to buildings at Hatton ...	—	—	·32	·32	—	—	100 0	100 0	—	—	8–11	—	—	312 50	—	—	3
Blackpool bridle path	7·80	—	—	7·80	367 50	—	—	367 50	4	—	—	47 11	—	—	—	—	—
Craigie Lea to Lindula	—	—	6	6	—	—	3,315 44	3,315 44	—	—	12	—	—	552 57	—	—	68
Dimbula-Dikoya junction :																	
Hatton to Hatton bridge	—	—	1·50	1·50	—	—	1,999 92	1,999 92	—	—	12–22	—	—	1,333 28	—	—	119
Dambulla junction to Hatton bridge ...	—	—	6·57	6·57	—	—	1,694 37	1,694 37	—	—	12	—	—	273 11	—	—	29
Glenlyon-Preston road (Government moiety) ...	—	—	2·55	2·55	—	—	—	—	—	—	12	—	—	—	—	—	—
Haragama to Kurundu-oya	—	—	28·25	28·25	—	—	10,498 11	10,498 11	—	—	14	—	—	371 61	—	—	23
Holyrood road	—	—	·30	·30	—	—	215 54	215 54	—	—	12	—	—	718 46	—	—	58
Kandapola-Uda Pussellawa road (Government moiety)	—	—	15·16	15·16	—	—	6,930 33	6,930 33	—	—	10	—	—	457 14	—	—	37
Lindula to Nuwara Eliya :																	
Lindula to Nanu-oya	—	—	10	10	—	—	1,933 69	1,933 69	—	—	12	—	—	193 36	—	—	7
Nanu-oya to Nuwara Eliya	—	—	6	6	—	—	4,840 15	4,840 15	—	—	12	—	—	806 69	—	—	55
Lake and Moon Plains road	—	3	2	5	—	640 93	317 20	958 13	—	10	10	—	213 64	158 60	—	3	6
New Bazaar road connecting the Uda Pussellawa and Badulla road	—	—	·16	·16	—	—	26 71	26 71	—	—	12	—	—	166 93	—	—	66
Pundaluoya-Tawalantenna road (Government moiety)	—	—	9·25	9·25	—	—	3,400 0	3,400 0	—	—	10	—	—	367 56	—	—	20
Pundaluoya-Watagoda road	—	—	7·15	7·15	—	—	3,000 0	3,000 0	—	—	10	—	—	400 0	—	—	8
Pussellawa to Ramboda	—	—	9	9	—	—	4,952 25	4,952 25	—	—	10	—	—	550 25	—	—	30
Ramboda to Hakgala	—	—	19	19	—	—	7,629 86	7,629 86	—	—	12	—	—	401 57	—	—	53
Rappahannock bridle path	1·20	—	—	1·20	49 93	—	—	49 93	4	—	—	41 60	—	—	—	—	—
Railway gorge road (Government moiety) ...	—	—	3	3	—	—	727 36	727 36	—	—	12	—	—	242 45	—	—	12
Uda Pussellawa-Dimbula junction road ...	—	—	1	1	—	—	838 54	838 54	—	—	12	—	—	838 54	—	—	53
Uda Pussellawa road (Nuwara Eliya-Kandapola road)	—	—	6·84	6·84	—	—	3,221 85	3,221 85	—	—	12	—	—	471 3	—	—	65
Walaha road (Government moiety) ...	—	—	1·91	1·91	—	—	477 51	477 51	—	—	12	—	—	250 0	—	—	8
Total ...	73·50	67·35	488·23	629·08	6,101 31	5,326 88	225,610 4	237,038 23	—	—	—	83 0	79 0	462 0	—	—	—

NORTHERN PROVINCE																				
JAFFNA DISTRICT.																				
Achchuveli to Tondaimannaru ...	...	—	—	3·50	3·50	—	—	328 94	328 94	—	—	12	—	—	93 98	—	—	3		
Drainage channels, Jaffna ...	...	10	—	—	10	665 48	—	—	665 48	8	—	—	66 54	—	—	—	—	—		
Gravets of Jaffna	...	—	—	44	44	—	—	7,355 56	7,355 56	—	—	14	—	—	167 17	—	—	200		
Jaffna to Karativu ...	...	—	—	14·25	14·25	—	—	2,942 73	2,942 73	—	—	12	—	—	206 59	—	—	50		
Jaffna to Kankesanturai ...	...	—	—	11·50	11·50	—	—	2,918 36	2,918 36	—	—	15	—	—	253 77	—	—	200		
Jaffna and Point Pedro road ...	...	—	—	21	21	—	—	3,408 56	3,408 56	—	—	14	—	—	162 31	—	—	150		
Jaffna to Kaitadi	...	—	—	6·50	6·50	—	—	1,913 18	1,913 18	—	—	15	—	—	294 33	—	—	66		
Manippai to Kaitadi ...	...	—	—	8	8	—	—	1,347 70	1,347 70	—	—	12	—	—	168 46	—	—	13		
Punnalai road	...	—	—	10·50	10·50	—	—	1,949 71	1,949 71	—	—	12	—	—	185 68	—	—	80		
Pannaitturai to Kayts ...	...	—	—	10	10	—	—	723 0	723 0	—	—	10	—	—	72 30	—	—	6		
Point Pedro to Punnalai ...	...	—	—	25	25	—	—	3,406 55	3,406 55	—	—	12	—	—	136 86	—	—	3		
Tellippalai to Pandateruppu ...	...	—	—	4·50	4·50	—	—	687 91	687 91	—	—	10	—	—	152 86	—	—	11		
Vallai to Valluveddittural ...	...	—	—	3·50	3·50	—	—	380 67	380 67	—	—	10	—	—	108 76	—	—	6		
Valukkai-aru to Velanai ...	...	—	—	4	4	—	—	385 99	385 99	—	—	10	—	—	96 49	—	—	8		
PALLAI DISTRICT.																				
Chavakachcheri to Karaveddi ...	...	—	—	12	12	—	—	1,618 78	1,618 78	—	—	12	—	—	134 89	—	—	10		
Karanavai to Tunnalai ...	...	—	—	5·50	5·50	—	—	142 93	142 93	—	—	10	—	—	135 7	—	—	5		
Kaitadi to Kokkavil ...	...	—	—	44	44	—	—	15,869 17	15,869 17	—	—	12	—	—	360 66	—	—	50		
Point Pedro to Kodikamam ...	...	—	—	8·50	8·50	—	—	1,645 95	1,645 95	—	—	12	—	—	193 64	—	—	15		
Puttur to Kodikamam ...	...	—	—	8·50	8·50	—	—	1,250 77	1,250 77	—	—	10	—	—	147 14	—	—	13		
VAVUNIYA DISTRICT.																				
Central road to Mullaittivu (new trace) ...	...	—	19·50	11	30·50	—	2,019 50	3,308 76	5,328 26	—	15	12	—	103 56	300·79	—	2	2		
Kokkavil to Galkandamadu ...	...	—	—	44·25	44·25	—	—	17,604 15	17,604 15	—	—	12	—	—	397 83	—	—	15		
Mullaittivu to Central road (old trace) ...	...	25	2	—	27	1,758 20	264 0	—	2,022 20	12	—	—	70 32	132 0	—	—	2	2		
Vavuniya to Parayanalankulam ...	...	11·50	10·75	—	22·25	784 50	1,912 55	—	2,697 5	15	12	—	68 21	177 91	—	—	3	3		
Vavuniya towards Horowapotana ...	...	—	6	—	6	—	719 28	—	719 28	—	12	—	—	119 83	—	—	—	2		
MANNAR DISTRICT.																				
Coast road to Colombo ...	...	71·25	6·25	—	77·50	3,309 29	487 0	—	3,796 29	20	—	—	46 44	77 92	—	—	2	2		
Yakwewa to Pesalai ...	...	15	29·25	8·50	52·75	952 0	4,897 25	4,527 23	10,376 48	60	15	12	63 46	167 42	532 61	10	10	10		
Mannar causeway	...	—	—	2·50	2·50	—	—	999 98	999 98	12	—	12	—	—	399 99	—	—	10		
Total	...	132·75	73·75	311·00	517·50	7,469 47	10,299 58	75,316 58	93,085 63	—	—	—	56 0	138 0	242 0	—	—	—		
SOUTHERN PROVINCE.																				
GALLE DISTRICT.																				
Bentota to Goyapana ...	...	—	—	43·75	43·75	—	—	15,743 59	15,743 59	—	—	10–13	—	—	364 1	—	—	35		
Dodanduwa to Baddegama ...	...	—	—	6·50	6·50	—	—	2,425 68	2,425 68	—	—	9	—	—	373 18	—	—	27		
Galle to Udugama ...	...	—	—	22·75	22·75	—	—	5,824 94	5,824 94	—	—	8–10	—	—	256 4	—	—	5		
Galle to Akuressa ...	...	—	—	21	21	—	—	6,139 91	6,139 91	—	—	8–10	—	—	292 37	—	—	12		
Hikkaduwa to Gonapinuwela ...	...	—	—	2·70	2·70	—	—	875 21	875 21	—	—	8	—	—	324 15	—	—	8		
Kahawe to Batapola ...	...	—	4·25	1	5·25	—	780 47	323 81	1,104 28	—	—	8	—	183 64	323 81	—	11	15		
Roads within the Municipality of Galle ...	...	—	—	4·75	4·75	—	—	3,796 38	3,796 38	—	—	14	—	—	799 23	—	—	93		
Railway approach roads ...	...	—	—	—	—	—	—	636 23	636 23	—	—	9	—	—	—	—	—	47		

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.				Cost of Maintenance during 1897.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
					Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
MATARA DISTRICT.																	
Akuressa to Wiharahena ...	—	—	33	33	—	—	7,426 75	7,426 75	—	—	10	—	—	225 5	—	—	21
Dikwella to Beliatta ...	—	3	5	8	—	206 25	1,214 40	1,420 65	—	6	3	—	68 75	242 88	—	37	37
Goyapana to Tangalla ...	—	—	36	36	—	—	14,825 80	14,825 80	—	—	10	—	—	411 82	—	—	46
Hakmana to Tangalla ...	—	7	5	12	—	630 0	1,582 50	2,212 50	—	4	4	—	90 0	316 50	—	39	39
Matara to Hakmana ...	—	—	15	15	—	—	3,091 78	3,091 78	—	—	4	—	—	206 11	—	—	31
Matara new entrance road ...	—	—	1·25	1·25	—	—	400 0	400 0	—	—	8	—	—	320 0	—	—	47
Railway approach roads ...	—	1	·75	1·75	—	112 0	207 56	319 56	—	13	11	—	112 0	276 72	—	—	55
Deniyaya to Aningkanda ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
HAMBANTOTA DISTRICT.																	
Hambantota to Tanamalwila road ...	—	2·50	26	28·50	—	377 50	11,684 76	12,062 26	—	20	12	—	151 0	·49 40	—	25	103
Weligatta to Bundala ...	—	6	—	6	—	1,539 11	—	—	—	20	—	—	256 51	—	—	20	—
Lewaya road ...	—	—	2·50	2·50	—	—	516 8	2,055 19	—	—	12	—	—	206 40	—	—	103
Tangalla to Hambantota ...	—	—	26	26	—	—	12,107 53	12,107 53	—	—	12	—	—	465 67	—	—	114
Tangalla to Hambantota road (138th mile) to Liyangahatota ...	—	11	—	11	—	1,645 7	—	1,645 7	—	15	—	—	149 72	—	—	9	—
Wirawila to Kirinda *viâ* Tissamaharama ...	—	7·25	4	11·25	—	1,755 65	4,492 53	6,248 18	—	15	10	—	242 10	1,312 4	—	50	83
Total ...	—	42	256·45	298·45	—	7,046 5	93,315 44	100,361 49	—	—	—	—	168 0	364 0	—	—	—
EASTERN PROVINCE.																	
BATTICALOA DISTRICT.																	
Arasadi to Malkompuddi ...	—	3·25	—	3·25	—	683 25	—	683 25	—	10	—	—	210 23	—	—	45	—
Akkaraipattu-Sakamam road ...	—	5·05	6	11·05	—	678 50	1,340 29	2,018 79	—	8	14	—	123 36	223 38	—	—	—
Coast road, Kalmunai (from 1st to 98th milepost) ...	32	21	45	98	600 20	3,495 84	13,563 20	17,659 24	20	12	14	18 75	166 46	301 40	—	—	—
Coast road, Batticaloa (from 1st to 47th milepost) ...	—	26½	20½	47	—	7,272 15	11,646 5	18,918 20	—	12	12	—	274 42	568 10	—	10	100
Kalkudah road ...	—	—	3½	3½	—	—	1,081 50	1,081 50	—	—	9	—	—	309 0	—	—	15
Karativu to Sammanturai and Irakkamam ...	—	4	9	13	—	589 0	1,834 0	2,423 0	—	8	14	—	147 25	203 77	—	—	—
Kalmunai-Chadiyantalawa road ...	—	5·05	2	7·05	—	544 24	1,005 0	1,549 24	—	10	14	—	95 31	502 50	—	—	—
Maduru-oya to Eravur ...	—	—	44¼	44¼	—	—	26,942 26	26,942 26	—	—	14	—	—	608 86	—	—	62
Pankudaveli road ...	—	—	1½	1½	—	—	143 1	143 1	—	—	10	—	—	95 34	—	—	4
Pottuvil-Muppane road ...	7	8·05	—	15·05	280 0	2,019 20	—	2,299 20	30	10	—	40 0	237 55	—	—	—	—
Road from the resthouse to the Bar, Batticaloa ...	—	—	3	3	—	1,263 67	—	1,263 67	—	—	9	—	421 32	—	—	17	—

TRINCOMALEE DISTRICT.																			
Coast road, Trincomalee District ..	76	10·12	4	90·12	1,606 53	2,700 74	2,455 64	6,762 91	16	16	6·06	14 77	266 87	613 91	1	9	1½
Gravets of Trincomalee	—	5·4	—	5·40	—	1,160 87	—	1,160 87	—	16	—	—	214 97	—	—	50	—
Road from the salt store at Nilaveli to the high road	—	—	·61	·61	—	—	206 82	206 82	—	—	6	—	—	339 4	—	—	2
Trincomalee to Kituluttu	—	—	·29	·29	—	—	11,093 4	11,093 4	—	—	8	—	—	382 52	—	—	23
Trincomalee towards Anuradhapura ...	—	22·50	—	22·50	—	4,210 54	—	4,210 54	—	16	—	—	187 13	—	—	16	—
Total ...	115	112·27	168·36	395·63	2,486 73	24,618 0	71,310 81	98,415 54	—	—	—	22 0	219 0	423 0	—	—	—
NORTH-WESTERN PROVINCE.																	
KURUNEGALA AND DANDUGAMA DISTRICTS.																	
Dankotuwa-Giriulla road	—	—	18·25	18·25	—	—	4,850 0	4,850 0	—	—	8	—	—	266 0	—	—	59
Getawana Circular road	—	—	1·25	1·25	—	—	545 0	545 0	—	—	10	—	—	436 0	—	—	40
Kurunegala to Nikaweratiya	—	—	25	25	—	—	10,916 0	10,916 0	—	—	14	—	—	437 0	—	—	100
Kurunegala to Beligamuwa	—	5	17	22	—	252 0	6,477 0	6,729 0	—	13	13	—	50 0	381 0	—	80	80
Kurunegala to Giriulla	—	—	22	22	—	—	5,001 0	5,001 0	—	—	8	—	—	227 0	—	—	46
Kurunegala to Galagedara	—	—	13·50	13·50	—	—	5,994 0	5,994 0	—	—	13	—	—	444 0	—	—	80
Maharagama to Polgahawela	—	—	14·25	14·25	—	—	3,775 0	3,775 0	—	—	8	—	—	265 0	—	—	13
Naranmulla to Dummalasuriya	—	10	12·25	22·25	—	1,861	3,702 0	5,563 0	—	10	8	—	186 0	302 0	—	51	51
Padeniya to Siyambalagama	—	—	33·50	33·50	—	—	7,530 0	7,530 0	—	—	10	—	—	225 0	—	—	27
Polgahawela to Kurunegala	—	—	12	12	—	—	3,985 0	3,985 0	—	—	12	—	—	332 0	—	—	60
Railway approach roads and Edinburgh street, Kurunegala	—	—	·62	·62	—	—	239 0	239 0	—	—	14	—	—	383 0	—	—	100
Approach road to public buildings... ...	—	·50	—	·50	—	—	—	—	—	10	—	—	—	—	—	20	—
PUTTALAM DISTRICT.																	
Akkarai pattu road	—	23·37	·62	24	—	6,056 0	292 0	6,348 0	—	8·04	8·04	—	259 0	467 0	—	12	10
Main road to Kiriankala bridge	—	·83	—	·83	—	166 0	—	166 0	—	10 04	—	—	200 0	—	—	4	—
Nikaweratiya to Puttalam	—	—	29	29	—	—	12,353 0	12,353 0	—	—	10·04	—	—	426 0	—	—	45
Puttalam to Kala-oya	—	—	23·50	23·50	—	—	7,050 0	7,050 0	—	—	9·04	—	—	300 0	—	—	30
Puttalam to Battulu-oya	—	14·50	6	20·50	—	3,137 0	3,277 0	6,414 0	—	11·06	10·04	—	216 0	546 0	—	12	20
Puttalam to Madurugama	32	7	2	41	935 0	1,195 0	—	2,130 0	12	9·04	10·04	29 12	171 0	—	—	8	4
Roads to salt stores and town roads, Puttalam ...	—	—	9·50	9·50	—	—	3,708 0	3,708 0	—	—	8·04	—	—	390 0	—	—	70
Service road at Palavi	—	4	—	4	—	800 0	—	800 0	—	8·04	—	—	200 0	—	—	5	—
CHILAW DISTRICT.																	
Bo-tree road	—	—	1·25	1·25	—	—	392 0	392 0	—	—	7	—	—	314 0	—	—	13
Chilaw-Wariyapola road	—	22	10	32	—	3,720 0	3,290 0	7,010 0	—	10	6	—	169 0	329 0	—	14	6
Kompaspara	—	2	—	2	—	302 0	—	302 0	—	10	—	—	151 0	—	—	2	—
Madampe to Dummalasuriya	—	—	6	6	—	—	1,640 0	1,640 0	—	—	7	—	—	273 0	—	—	30
Natandiya to Marawila	—	—	3	3	—	—	1,125 0	1,125 0	—	—	7	—	—	375 0	—	—	11
Pilakatumulla road	—	2	—	2	—	158 0	—	158 0	—	10	—	—	79 0	—	—	6	—
Toppu to Battulu-oya	—	3	32	35	—	1,005 0	14,999 0	16,004 0	—	10	10	—	335 0	466 0	—	6	68
Total ...	32	94·20	292·50	418·70	935 0	18,652 0	101,140 0	120,727 0	12	120·1	212	29 0	198 0	346 0	2	220	963

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.				Cost of Maintenance during 1897				Width of Track in Feet.			Average Cost per Mile			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
					Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
NORTH-CENTRAL PROVINCE.																	
ANURADHAPURA DISTRICT.																	
Anuradhapura to Siyambalagama	—	9·37	9·63	19	—	1,217 99	2,460 39	3,678 38	—	14	10	—	128 90	255 50	—	—	—
Approach roads to public buildings ...	—	·47	·43	·90	—	183 71	98 60	282 31	—	16	10	—	378 74	229 30	—	—	—
Inner Circular road, Anurādhapura ...	—	1·25	·50	1·75	—	243 62	92 0	335 62	—	14	10	—	194 89	184 0	—	—	—
Kala-oya to Galgodahena (24th to 50th mile) ...	—	—	25·88	25·88	—	—	5,304 89	5,304 89	—	—	10	—	—	205 0	—	—	—
Kalawewa-Galawelā road ...	* —	11·70	—	11·70	—	1,392 64	—	1,392 64	—	16	—	—	119 2	—	—	—	—
Kalawewa to Kekirāwa	—	9	—	9	—	1,327 70	—	1,327 70	—	16	—	—	147 52	—	—	—	—
Mirisgoni-oya to Galkandamādu (77th to 84th mile)	—	1·50	16·50	18	—	62 18	5,696 81	5,758 99	—	14	10	—	41 45	345 20	—	—	—
Outer Circular road, Anurādhapura ...	—	6·23	—	6·23	—	585 69	—	585 69	—	14	—	—	94 49	—	—	—	—
MIHINTALE DISTRICT.																	
Galkulam through Mihintale to Rambewa ...	—	5·20	6·67	11·87	—	360 20	1,179 55	1,539 75	—	12	—	—	69 26	177 0	—	20	—
Horawapotana towards Vavuniya	—	22·60	—	22·60	—	2,499 70	—	2,499 70	—	12	—	—	110 60	—	—	18	—
Kala-oya to Galgodahena (50th to 88th mile) ...	—	12·69	25·81	38·50	—	1,571 23	6,644 39	8,215 62	—	12	—	—	123 81	257 0	—	75	—
Madawachchiya to Yakwewa	—	7·32	—	7·32	—	2,264 86	—	2,264 86	—	12	—	—	309 40	—	—	75	—
Mirisgoni-oya to Galkandamadu (89th to 105th mile)	—	—	16·83	16·83	—	—	5,139 68	5,139 68	—	—	9	—	—	305 38	—	—	256
MARADANKADAWALA DISTRICT.																	
Habarana-Topawe road	8	19	—	27	—	2,900 0	—	2,900 0	10	16	—	—	145 0	—	1	1	—
Migaswewa to Kitulutta	—	—	27·50	27½	—	—	5,500 0	5,500 0	—	—	10	—	—	100 0	—	—	2
Mirisgoni-oya to Galkandamadu (46½ to 76th mile)	—	—	29·50	29½	—	—	14,153 0	14,153 0	—	—	10	—	—	471 0	—	—	4
Mirisgoni-oya to Galkandamadu (46½ to 56½ mile), Kandy-Trincomalee road	—	—	10·22	10·22	—	—	2,351 0	2,351 0	—	—	10	—	—	213 0	—	—	2
Total ...	8	106·33	169·47	283·80	—	14,609 52	48,620 31	63,229 83	—	—	—	—	137 0	287 0	—	—	—

PROVINCE OF UVA.																			
Badulla to Taldena ...	...	—	5	5	10	—	736 44	2,566 83	3,303 27	—	8	8	—	147 28	513 51	—	7	7
Badulla to boundary of Eastern Province	...	—	—	49·50	49·50	—	—	26,585 42	26,585 42	—	—	12	—	537 8	537 8	—	—	29
Badulla to Halpe (Badulla section)	...	—	—	25·75	25·75	—	—	23,459 84	23,459 84	—	—	12	—	—	912 91	—	—	67
Badulla to Halpe (Koslanda section)	...	—	—	12·75	12·75	—	—	11,905 27	11,905 27	—	—	12	—	—	933 74	—	—	25
Bridle road, Ella to Wellawaya ...	..	17	—	—	17	849 3	—	—	849 3	5	—	—	49 94	—	—	—	1	—
Bibile-Medagama road ...	...	7	3	—	10	608 57	1,391 34	—	1,999 91	16	12	—	86 94	463 69	—	—	1	1
Bibile-Alutnuwara road ...	...	5	5	—	10	1,061 66	1,338 21	21 0	2,420 87	16	10	—	212 33	267 64	—	—	2	2
Batgoda deviation ...	...	—	—	·62	·62	—	—	248 92	248 92	—	—	—	—	—	392 33	—	—	—
Dikwella to Madulla ...	...	9	—	7	16	436 56	—	3,814 8	4,250 64	6	—	8	48 50	—	544 87	—	—	10
Dikwella to Hakgala (Badulla section)	...	—	—	21	21	—	—	6,525 81	6,525 81	—	—	12	—	—	310 70	—	—	7
Haldummulla to Wellawaya ...	...	—	—	22·50	22·50	—	—	14,249 4	14,249 4	—	—	8	—	—	633 29	—	—	20
Horton Plains road (bridle road) . .	...	12	—	—	12	1,125 16	—	—	1,125 16	6	—	—	93 76	—	—	—	—	—
Haputale and Nanu-oya (bridle road)	..	10	—	—	10	499 72	—	—	499 72	5	—	—	49 97	—	—	—	—	—
Kumbalwela-Passara road ...	...	—	—	12	12	—	—	6,000 0	6,000 0	—	—	10	—	—	500 0	—	—	11
Lower Badulla road (Badulla section)	..	15	—	—	15	749 70	—	—	749 70	6	—	—	49 98	—	—	—	—	—
Naula-Spring Valley road ...	...	—	—	7·60	7·60	—	—	3,799 96	3,799 96	—	—	10	—	—	500 0	—	—	23
Ohiya-Horton Plains (bridle road)	...	4	—	—	4	299 80	—	—	299 80	5	—	—	74 95	—	—	—	—	—
Passara-Madulsima road ...	...	—	—	11·25	11·25	—	—	5,623 25	5,623 25	—	—	10	—	—	499 84	—	—	13
Railway station roads ...	...	—	—	·37	·37	—	—	699 88	699 88	—	—	10	—	—	1,981 89	—	—	7
Umaoya-Uda Pussellawa road (bridle)	...	9	—	—	9	559 94	—	—	559 94	6	—	—	62 22	—	—	—	—	—
Wellawaya to Tanamalwila ...	...	—	7·50	14	21·50	—	1,867 0	4,495 42	6,362 42	—	9	9	—	249 0	321 10	—	20	—
Wellawaya towards Pulluville ...	...	16·25	·25	5	46·25	975 0	9,184 0	2,040 90	12,199 90	16	9	9	60 0	367 36	480 15	—	12	12
Approach roads to District Judge's quarters	...	—	·34	—	·34	—	239 89	—	239 89	—	10	—	—	705 88	—	—	—	—
Total	...	104·25	45·84	194·34	344·43	7,165 14	14,756 88	112,035 62	133,957 64	—	—	—	69 0	322 0	576 0	—	—	—
PROVINCE OF SABARAGAMUWA.																		
RATNAPURA DISTRICT.																		
Avisawella to Ratnapura { Avisawella to Pussella	...	—	—	14·05	14·05	—	—	8,693 86	8,693 86	—	—	12	—	—	599 57	—	—	24
Avisawella to Ratnapura { Pussella to Ratnapura	...	—	—	11·05	11·05	—	—	6,899 56	6,899 56	—	—	10	—	—	599 96	—	—	18
Bulutota-Eraporuwa road ...	...	6	—	—	6	598 80	—	—	598 80	6	—	—	99 96	—	—	—	—	—
Eratna-Kuruwita road ...	..	8	—	—	8	383 87	—	—	383 87	6	—	—	47 98	—	—	—	—	—
Ferry approaches at Ruanwella and Karawanella	...	·35	·16	·33	·74	—	111 93	335 79	447 72	—	12	12	—	671 58	1,017 37	—	—	—
Morawaka-Rakwana road ...	..	16	—	—	16	798 84	—	—	798 84	6	—	—	49 92	—	—	—	—	—
Madampe-Wellawaya road ...	..	·25	—	16·05	16·75	—	—	2,648 44	2,648 44	—	—	9	—	—	153 33	—	—	3
Nambapana road	..	—	—	19·75	19·75	—	—	5,374 37	5,374 37	—	—	9	—	—	272 12	—	—	2
Pelmadulla to Gilgarron ...	..	—	—	29	29	—	—	11,599 73	11,599 73	—	—	9 06	—	—	399 99	—	—	7
Ratnapura to Halpe ...	...	—	—	45	45	—	—	26,731 30	26,731 30	—	—	10	—	—	594 3	—	—	28
Riverside road, Ratnapura ...	...	—	—	1	1	—	—	744 60	744 60	—	—	10	—	—	744 60	—	—	56
Road to District Judge's quarters, Ratnapura	...	—	·27	—	·27	—	33 55	—	33 55	—	8	—	—	120 50	—	—	—	—
KEGALLA DISTRICT.																		
Kenadeniya road	...	—	—	3·25	3·25	—	—	597 0	597 0	—	—	18	—	—	183 69	—	—	3
Ambepussa to Alawwa ...	..	—	—	5	5	—	—	500 0	500 0	—	—	18	—	—	100 0	—	—	1
Avisawella towards Ginigathena ...	...	—	—	26	26	—	—	12,995 21	12,995 21	—	—	12	—	—	499 81	—	—	19
Dolosbage towards Rambukkana ...	...	—	—	19·05	19·05	—	—	6,922 0	6,922 0	—	—	14	—	—	354 98	—	—	19
Dehiowita to Algoda ferry ...	..	—	—	1	1	—	—	499 60	499 60	—	—	12	—	—	499 60	—	—	3

Return of Roads, &c —*continued*.

Name of Road.	Length in Miles.				Cost of Maintenance during 1897.				Width of Track in Feet			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled
					Rs. c.	Rs. c	Rs. c.	Rs. c.				Rs. c.	Rs c.	Rs c.			
Kandy *road*, 34 milepost to Kadugannawa ...	—	—	28	28	—	—	9,799 0	9,799 0	—	—	18	—	—	349 96	—	—	26
Karawanella to Glenella { Karawanella to Ruwanwella ...	—	—	1·75	1·75	—	—	763 50	763 50	—	—	12	—	—	436 20	—	—	—
Karawanella to Glenella { Ruwanwella to Glenella ..	—	—	12·75	12·75	—	—	6,497 93	6,497 93	—	—	8	—	—	509 69	—	—	27
Kegalla to Polgahawela	—	—	7·25	7·25	—	—	2,890 0	2,890 0	—	—	14	—	—	398 62	—	—	26
Kegalla to Bulatkohopitiya	—	—	19·25	19·25	—	—	9,017 0	9,017 0	—	—	12	—	—	456 36	—	—	20
Ruanwella to boundary of Province ...	—	—	9	9	—	—	4,495 49	4,495 49	—	—	12	—	—	499 49	—	—	10
Roads in Government premises, Kegalla ...	—	—	·55	·55	—	—	150 0	150 0	—	—	10	—	—	272 72	—	—	—
Yatiyantota–Polatagama road	—	—	3	3	—	—	1,493 65	1,493 65	—	—	12	—	—	497 88	—	—	8
Total ...	30·50	·43	273·88	304·81	1,782 51	145 48	119,648 3	121,576 2	—	—	—	58 0	337 0	437 0	—	—	—

Return of Roads in charge of the Public Works Department, 1898.

Name of Road	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled	Natural.	Gravelled.	Metalled.
WESTERN PROVINCE.						Rs c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
COLOMBO MUNICIPALITY.																		
Approach roads to Public Offices in the Colombo Fort	—	·22	—	—	·22	—	179 0	—	179 0	—	12	—	—	813 0	—	—	50	—
Chatham street extension	—	—	·43	—	·43	—	—	1,234 0	1,234 0	—	—	36	—	—	2,870 0	—	—	849
Kelani bridge approaches	—	—	·90	—	·90	—	—	2,946 0	2,946 0	—	—	30	—	—	3,274 0	—	—	477
Roads within the Customs premises ...	—	—	·33	—	·33	—	—	5,918 0	5,918 0	—	—	36	—	—	17,935 0	—	—	2,500
Colombo District beyond Municipality.																		
Approach roads to railway stations, Wellawatta, Dehiwala, and Mount Lavinia ...	—	1·27	—	—	1·27	—	709 0	—	709 0	—	10	—	—	558 0	—	—	45	—
Branch roads, Dematagoda ..	—	·50	—	—	·50	—	49 0	—	49 0	—	10	—	—	98 0	—	—	—	—
Dematagoda to Wellampitiya ...	—	·75	—	·75	1·50	—	—	811 0	811 0	—	11	2	—	—	541 0	—	13	13
Grandpass to 34th mile, Kandy road ...	—	—	30·75	—	30·75	—	—	25,462 0	25,462 0	—	—	11 & 2	—	—	828 0	—	—	198
Grandpass to Avisawella	—	—	27	—	27	—	—	25,081 0	25,081 0	—	—	11 & 2	—	—	929 0	—	—	169
Hanwella to Bope	—	8·05	—	—	8·05	—	1,855 0	—	1,855 0	—	10	—	—	218 0	—	—	52	—
Kelaniya to Biyagama	—	—	—	8	8	—	—	5,238 0	5,238 0	—	—	2	—	—	655 0	—	—	158
Kotte road toll bar to junction of Galle road near Wellawatta	—	—	2	5	7	—	—	4,823 0	4,823 0	—	—	9 & 2	—	—	689 0	—	—	204
Municipal toll bar at Bambalapitiya to Kotte road junction at Pamankada ...	—	—	—	·50	·50	—	—	171 0	171 0	—	—	2	—	—	343 0	—	—	34
Urugodawatta road	—	—	5	—	5	—	—	7,163 0	7,163 0	—	—	11 & 2	—	—	1,433 0	—	—	193
Veyangoda-Ruanwella road to Western Province boundary	—	—	—	8·42	8·42	—	—	5,852 0	5,852 0	—	—	2	—	—	695 0	—	—	66
Wellawatta to Digarolla bridge from Wellawatta to 7th mile, Galle road ...	—	—	3	—	3	—	—	4,044 0	4,044 0	—	—	12	—	—	1,348 0	—	—	154
Wakoya to Labugama	—	—	—	9	9	—	—	2,721 0	2,721 0	—	—	2	—	—	302 0	—	—	48
Approach road to Kelaniya railway station...	—	—	·36	—	·36	—	—	873 0	873 0	—	—	9	—	—	2,426 0	—	—	12
KALUTARA DISTRICT.																		
Moratuwa to junction of Kesbewa road ...	—	—	3	—	3	—	—	1,808 0	1,808 0	—	—	10	—	—	603 0	—	—	7
Galle road 7th mile to Digarolla bridge ...	—	—	5	—	5	—	—	4,901 0	4,901 0	—	—	10	—	—	980 0	—	—	33
Approach roads to railway stations, Panadure and Wadduwa and beyond Kalutara to Alutgama	—	1·22	—	—	1·22	—	1.080 0		1.080 0		9	—	—	885 0	—	—	—	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Alutgama Bazaar road	—	·25	—	—	·25	—	169 0	—	169 0	—	8	—	—	677 0	—	—	—	—
Alutgama towards Matugama ...	—	4·25	6·50	—	10·75	—	1,062 0	2,636 0	3,698 0	—	8	8	—	250 0	405 0	—	8	8
Badureliya to Kukulegama ...	—	4·43	—	—	4·43	—	1,991 0	—	1,991 0	—	8	—	—	450 0	—	—	3	—
Digarolla bridge to Bentota ...	—	—	26	—	26	—	—	21,981 0	21,981 0	—	—	10	—	—	845 0	—	—	32
Nagoda-Warakagoda road	—	—	13	—	13	—	—	4,616 0	4,616 0	—	—	8	—	—	355 0	—	—	13
Neboda to Matugama	—	2	4	—	6	—	716 0	2,763 0	3,479 0	—	8	8	—	358 0	691 0	—	3	3
Panadure to Nambapana	—	—	22·75	—	22·75	—	—	10,659 0	10,659 0	—	—	8	—	—	468 0	—	—	23
Road to Beruwala Customs ...	—	·66	—	—	·66	—	363 0	—	363 0	—	8	—	—	545 0	—	—	—	—
Road leading to District Hospital, Neboda...	—	—	1·75	—	1·75	—	—	543 0	543 0	—	—	6	—	—	310 0	—	—	—
Warakagoda to Horana	—	9	—	—	9	—	2,805 0	—	2,805 0	—	7	—	—	312 0	—	—	3	—
Approach roads to railway stations, Angulana, Lunawa, and Moratuwa	—	2·80	—	—	2·80	—	536 0	—	536 0	—	10	—	—	191 0	—	—	—	—
NEGOMBO DISTRICT.																		
Approach roads to Henaratgoda and Veyangoda railway stations	—	·12	·09	—	·21	—	86 0	64 0	150 0	—	—	—	—	717 0	711 0	—	—	—
Grandpass to Dandugama	—	—	11·50	—	11·50	—	—	16,038 0	16,038 0	—	—	12	—	—	1,395 0	—	—	729
Dandugama to Toppu	—	—	12·80	—	12·80	—	—	10,839 0	10,839 0	—	—	14	—	—	847 0	—	—	187
Giriulla to Pasyala	—	6	—	6	12	—	2,145 0	3,222 0	5,367 0	—	9	3	—	357 0	537 0	—	62	62
Ja-ela to Kotadeniyawa	—	4·25	14·25	—	18·50	—	1,271 0	6,549 0	7,820 0	—	10	10	—	299 0	460 0	—	163	163
Minuwangoda to Henaratgoda ...	—	5·61	2·50	—	8·11	—	2,095 0	—	2,095 0	—	10	—	—	258 0	—	—	160	160
Maha Hunupitiya to Mirugampola ...	—	12	3·50	3·50	19	—	3,031 0	3,031 0	6,062 0	—	9	3 & 9	—	253 0	866 0	—	88	88
Negombo to Giriulla	—	—	23·50	—	23·50	—	—	14,463 0	14,463 0	—	—	12	—	—	615 0	—	—	187
Veyangoda to Negombo	—	8·33	9·50	—	17·83	—	3,157 0	6,164 0	9,321 0	—	10	10	—	379 0	649 0	—	250	250
Approach road to Mahara prison ...	—	·40	—	—	·40	—	34 0	—	34 0	—	—	—	—	85 0	—	—	—	—
Welisara to Ragama	—	—	5	—	5	—	—	1,102 0	1,102 0	—	—	9	—	—	220 0	—	—	105
Total ...	—	72·56	234·41	41·17	348·14	—	23,333 0	203,716 0	227,049 0	—	—	—	—	321 0	739 0	—	—	—

CENTRAL PROVINCE.

KANDY DISTRICT.

Approach road to Gampola railway station...	—	—	·25	—	·25	—	—	—	155	0	155	0	—	—	10	—	—	—	619	0	—	—	33
Ampitiya road	—	2	2·75	—	4·75	—	298	0	1,833	0	2,131	0	—	12	12	—	—	149	0	666	0	—	100	100
Bathford Valley road	—	—	6·60	—	6·60	—	—		2,600	0	2,600	0	—	—	11·16	—	—			394	0	—	—	37
Carolina road	—	—	1·20	—	1·20	—	—		621	0	621	0	—	—	12·14	—	—			517	0	—	—	21
Deltota road	—	—	19	—	19	—	—		10,996	0	10,996	0	—	—	14	—	—			579	0	—	—	64
Dikoya road :—																										
Nawalapitiya to Hatton bridge junction ...	—	—	21·40	—	21·40	—	—		9,852	0	9,852	0	—	—	11·17	—	—			460	0	—	—	51
Hatton bridge junction to Norwood bridge	—	—	4·98	—	4·98	—	—		9,613	0	9,613	0	—	—	14·20	—	—			1,930	0	—	—	355
Norwood bridge to Campion estate ...	—	—	10·05	—	10·05	—	—		7,385	0	7,385	0	—	—	11·15	—	—			735	0	—	—	113
Dimbula road, Nawalapitiya to Craigie Lea	—	—	20	—	20	—	—		8,254	0	8,254	0	—	—	12	—	—			413	0	—	—	64
Dotale road	—	—	4·78	—	4·78	—	—		1,302	0	1,302	0	—	—	8	—	—			272	0	—	—	30
Dolosbage road, first section ...	—	—	4	—	4	—	—		3,105	0	3,105	0	—	—	12	—	—			776	0	—	—	34
Dolosbage road, second section ...	—	—	6·25	—	6·25	—	—		3,396	0	3,396	0	—	—	12	—	—			543	0	—	—	32
Duckwari bazaar to Kota-ganga ...	—	—	1·75	—	1·75	—	—		304	0	304	0	—	—	8	—	—			174	0	—	—	—
From junction of Hunasgiriya road to Iriya-gastenna	—	—	3·20	—	3·20	—	—		1,489	0	1,489	0	—	—	9	—	—			465	0	—	—	60
Gampola to Pussellawa	—	—	12	—	12	—	—		11,395	0	11,395	0	—	—	10	—	—			950	0	—	—	100
Gampola to Nawalapitiya	—	—	10·70	—	10·70	—	—		3,996	0	3,996	0	—	—	10	—	—			376	0	—	—	6
Ginigathena to boundary of Province ...	—	—	8	—	8	—	—		3,242	0	3,242	0	—	—	10·13	—	—			405	0	—	—	17
Gonawatta ferry to Rajawella ...	—	—	4	—	4	—	—		2,297	0	2,297	0	—	—	8	—	—			574	0	—	—	5
Iriyagama to Aladeniya	—	6	—	—	6	—	659	0	—		659	0	—	·8	—	—	—	110	0	—		—	2	—
Kadugannawa to Peradeniya ...	—	—	6	—	6	—	—		2,641	0	2,641	0	—	—	14	—	—			440	0	—	—	25
Kandy to Haragama	—	—	8·50	—	8·50	—	—		5,804	0	5,804	0	—	—	14	—	—			683	0	—	—	35
Kandy railway approach road ...	—	—	1	—	1	—	—		830	0	830	0	—	—	40	—	—			830	0	—	—	192
Katugastota to Balakaduwa ...	—	—	7·50	—	7·50	—	—		2,057	0	2,057	0	—	—	8	—	—			274	0	—	—	13
Katugastota to Madulkele	—	—	18·50	—	18·50	—	—		10,380	0	10,380	0	—	—	8	—	—			561	0	—	—	15
Katugastota to Galagedara... ...	—	—	10	—	10	—	—		3,458	0	3,458	0	—	—	8	—	—			346	0	—	—	10
Katugastota to Queen's Hotel ...	—	—	2·38	—	2·38	—	—		3,616	0	3,616	0	—	—	30	—	—			1,519	0	—	—	260
Lower Badulla road, Kandy section ...	23·50	—	—	—	23·50	1,089	0	—	—		1,089	0	8	—	—	—	46	0	—		—	—	—	—
Madulkele to Kabaragala	—	—	3·25	—	3·25	—	—		1,503	0	1,503	0	—	—	8	—	—			462	0	—	—	2
Madulkele to Bambara-ela	—	—	7·75	—	7·75	—	—		2,847	0	2,847	0	—	—	8	—	—			367	0	—	—	26
Madawala to Teldeniya and Nugatenna gap...	—	—	18	—	18	—	—		4,911	0	4,911	0	—	—	8	—	—			273	0	—	—	50
Maskeliya road :—																										
Norwood bridge to Laxapana and Moray...	—	—	9·73	—	9·73	—	—		6,647	0	6,647	0	—	—	10·15	—	—			683	0	—	—	171
Maskeliya to Cruden gap... ...	—	—	3·60	—	3·60	—	—		1,316	0	1,316	0	—	—	10·14	—	—			366	0	—	—	71
Brownlow to Luccombe	—	—	3·87	—	3·87	—	—		1,454	0	1,454	0	—	—	9	—	—			376	0	—	—	83
Norton-Carolina road	—	—	5·25	—	5·25	—	—		2,329	0	2,329	0	—	—	10	—	—			443	0	—	—	26
Norwood-Upcot road	—	—	8·25	—	8·25	—	—		4,640	0	4,640	0	—	—	10·14	—	—			562	0	—	—	82
Peradeniya to Gampola	—	—	8	—	8	—	—		2,749	0	2,749	0	—	—	14	—	—			343	0	—	—	21
Peradeniya to Lewella ferry ...	—	—	5·81	—	5·81	—	—		5,368	0	5,368	0	—	—	30	—	—			924	0	—	—	140
Pupuressa road	—	—	10	—	10	—	—		6,675	0	6,675	0	—	—	10	—	—			667	0	—	—	66
Rangalla-Nitre Cave road	—	—	3·75	—	3·75	—	—		1,226	0	1,226	0	—	—	8	—	—			327	0	—	—	11
Strathdon-Fruithill road	—	—	1·70	—	1·70	—	—		614	0	614	0	—	—	10	—	—			361	0	—	—	18
Teldeniya to Rangalla	—	—	9·75	—	9·75	—	—		2,793	0	2,793	0	—	—	8	—	—			286	0	—	—	18
Tispane road	—	—	2·35	—	2·35	—	—		668	0	668	0	—	—	12	—	—			284	0	—	—	10
Ulapone station road	—	—	·30	—	·30	—	—		130	0	130	0	—	—	10	—	—			433	0	—	—	1
Wanarajah road	—	—	4·50	—	4·50	—	—		1,719	0	1,719	0	—	—	10·13	—	—			382	0	—	—	34

Return of Roads, &c.—*continued*.

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
MATALE DISTRICT.																		
Balakaduwa to junction of Trincomalee-Anuradhapura road ...	—	—	36·50	—	36·50	—	—	26,285 0	26,285 0	—	—	12	—	—	720 0	—	—	46
Beligamuwa to Mirisgoni-oya ...	—	14·10	—	—	14·10	—	2,904 0	—	2,904 0	—	12	—	—	206 0	—	—	23	—
Dotale road ...	—	—	4	—	4	—	—	1,098 0	1,098 0	—	—	8	—	—	275 0	—	—	30
Laggala-Tavalam road ...	19·25	—	—	—	19·25	897 0	—	—	897 0	4	—	—	46 0	—	—	—	—	—
Matale to Rattota ...	—	—	6·50	—	6·50	—	—	3,254 0	3,254 0	—	—	12	—	—	500 0	—	—	16
Naula *viâ* Elahera to Pallegama ...	17	14	—	—	31	2,094 0	2,000 0	—	4,094 0	12	12	—	123 0	143 0	—	—	—	—
Ukuwala road ...	—	—	1·38	—	1·38	—	—	554 0	554 0	—	—	12	—	—	401 0	—	—	—
Kalawewa to Galawella ...	—	7·50	—	—	7·50	—	1,639 0	—	1,639 0	—	12	—	—	218 0	—	—	—	—
Palapatwella to Galawella ...	—	19	—	—	19	—	3,736 0	—	3,736 0	—	12	—	—	196 0	—	—	13	—
NUWARA ELIYA DISTRICT.																		
Lindula to end of Agra road ...	—	—	14	—	14	—	—	11,475 0	11,475 0	—	—	14	—	—	820 0	—	—	69
Approach roads to buildings at Hatton ...	—	—	·32	—	·32	—	—	102 0	102 0	—	—	8·11	—	—	320 0	—	—	—
Blackpool bridle path ...	7·80	—	—	—	7·80	384 0	—	—	384 0	4	—	—	49 0	—	—	—	—	—
Craigie Lea to Lindula ...	—	—	6	—	6	—	—	3,651 0	3,651 0	—	—	12	—	—	608 0	—	—	73
Dimbula-Dikoya junction ...	—	—	8·07	—	8·07	—	—	4,443 0	4,443 0	—	—	12·22	—	—	550 0	—	—	26
Glenlyon-Preston road ...	—	—	2·55	—	2·55	—	—	754 0	754 0	—	—	12	—	—	295 0	—	—	10
Haragama to Kurundu-oya ...	—	—	28·25	—	28·25	—	—	11,206 0	11,206 0	—	—	14	—	—	397 0	—	—	32
Holyrood road ...	—	—	·30	—	·30	—	—	215 0	215 0	—	—	12	—	—	719 0	—	—	50
Kandapola-Uda Pussellawa road ...	—	—	15·16	—	15·16	—	—	6,935 0	6,935 0	—	—	10	—	—	457 0	—	—	62
Lindula to Nuwara Eliya ...	—	—	16	—	16	—	—	7,552 0	7,552 0	—	—	12	—	—	472 0	—	—	68
Lake and Moon Plains road ...	—	3	2	—	5	—	1,153 0	343 0	1,496 0	—	—	10	—	384 0	171 0	—	6	6
New Bazaar road connecting the Uda Pussellawa and Badulla road ...	—	—	·16	—	·16	—	—	76 0	76 0	—	—	12	—	—	473 0	—	—	44
Pundaluoya-Tawalantenna road ...	—	—	9·25	—	9·25	—	—	3,627 0	3,627 0	—	—	10	—	—	392 0	—	—	33
Pundaluoya-Watagoda road ...	—	—	7·15	—	7·15	—	—	3,192 0	3,192 0	—	—	10	—	—	446 0	—	—	20
Pussellawa to Ramboda ...	—	—	9	—	9	—	—	5,400 0	5,400 0	—	—	10	—	—	600 0	—	—	66
Ramboda to Hakgala ...	—	—	19	—	19	—	—	8,541 0	8,541 0	—	—	12	—	—	450 0	—	—	53
Rappahannock bridle path ...	1·20	—	—	—	1·20	55 0	—	—	55 0	4	—	—	46 0	—	—	—	—	—
Railway gorge road ...	—	—	3	—	3	—	—	908 0	908 0	—	—	12	—	—	303 0	—	—	13
Uda Pussellawa-Dimbula junction road ...	—	—	1	—	1	—	—	935 0	935 0	—	—	12	—	—	935 0	—	—	35
Uda Pussellawa road (Nuwara Eliya-Kandapola road) ...	—	—	6·84	—	6·84	—	—	3,996 0	3,996 0	—	—	12	—	—	584 0	—	—	68

Walaha road	—	—	1·91	—	1·91	—	—	645	0	645	0	—	—	12	—	—	333	0	—	—	11
Nuwara Eliya-Badulla road 52nd milepost to 59th milepost	—	—	7	—	7	—	—	2,172	0	2,172	0	—	—	12	—	—	310	0	—	—	14
Total ...	68·75	65·60	505·99	—	640·34	4,519	0	12,389	0	265,569	0	282,477	0	—	—	—	66	0	189	0	525	0	—	—	—
NORTHERN PROVINCE.																									
JAFFNA DISTRICT.																									
Achchuveli to Tondaimannar ...	—	—	3·50	—	3·50	—	—	349	0	349	0	—	—	12	—	—	100	0	—	—	4
Drainage channels	10	—	—	—	10	667	0	—	—	667	0	8	—	—	66	72	—	—	—	—	—
Gravets of Jaffna	—	—	44	—	44	—	—	7,416	0	7,416	0	—	—	14	—	—	168	0	—	—	121
Jaffna to Karativu	—	—	14·25	—	14·25	—	—	2,989	0	2,989	0	—	—	12	—	—	210	0	—	—	36
Jaffna to Kankesanturai	—	—	11·50	—	11·50	—	—	3,494	0	3,494	0	—	—	15	—	—	304	0	—	—	132
Jaffna to Point Pedro	—	—	21	—	21	—	—	4,109	0	4,109	0	—	—	14	—	—	195	0	—	—	120
Jaffna to Kaitadi	—	—	6·50	—	6·50	—	—	1,947	0	1,947	0	—	—	15	—	—	300	0	—	—	42
Manippai to Kaitadi	—	—	8	—	8	—	—	1,394	0	1,394	0	—	—	12	—	—	174	0	—	—	27
Punnalai road	—	—	10·50	—	10·50	—	—	2,018	0	2,018	0	—	—	12	—	—	192	0	—	—	47
Pannaitturai to Kayts	—	—	10	—	10	—	—	784	0	784	0	—	—	10	—	—	78	0	—	—	6
Point Pedro to Punnalai	—	—	25	—	25	—	—	2,950	0	2,950	0	—	—	12	—	—	118	0	—	—	2
Tellippalai to Pandateruppu	—	—	4·50	—	4·50	—	—	760	0	760	0	—	—	10	—	—	169	0	—	—	6
Vallai to Valluveddiṭṭurai	—	—	3·50	—	3·50	—	—	403	0	403	0	—	—	10	—	—	115	0	—	—	4
Valukkai-arar to Velanai	—	—	4	—	4	—	—	320	0	320	0	—	—	10	—	—	80	0	—	—	4
PALLAI DISTRICT.																									
Chavakachcheri to Karaveddi ...	—	—	12	—	12	—	—	1,587	0	1,587	0	—	—	12	—	—	132	0	—	—	10
Karanavai to Tunnalai	—	—	5·50	—	5·50	—	—	720	0	720	0	—	—	10	—	—	131	0	—	—	5
Kaitadi to Kokkavil	—	—	44	—	44	—	—	17,000	0	17,000	0	—	—	12	—	—	386	0	—	—	70
Point Pedro to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,666	0	1,666	0	—	—	12	—	—	196	0	—	—	25
Puttur to Kodikamam	—	—	8·50	—	8·50	—	—	1,252	0	1,252	0	—	—	10	—	—	147	0	—	—	13
VAVUNIYA DISTRICT.																									
Central road to Mullaittivu (new trace) ...	—	19·50	11	—	30·50	—		2,289	0	2,992	0	5,281	0	—	15	12	—		117	0	272	0	—	4	4
Kokkavil to Galkandamadu ...	—	—	44·25	—	44·25	—		—		17,602	0	17,602	0	—	—	12	—		—		399	0	—	—	20
Mullaittivu to Central road (old trace) ...	24·50	2·50	—	—	27	1,657	0	365	0	—		2,022	0	12	12	—	68	0	146	0	—		3	3	—
Vavuniya to Parayanalankulam ...	9·75	12·50	—	—	22·25	982	0	2,137	0	—		3,119	0	15	12	—	101	0	171	0	—		6	6	—
Vavuniya towards Horowapotana ...	—	6	—	—	6	—		718	0	—		718	0	—	12	—	—		120	0	—		—	2	—
MANNAR DISTRICT.																									
Coast road to Colombo	75·50	2	—	—	77·50	3,353	0	352	0	—		3,705	0	20	20	—	44	0	176	0	—		2	2	—
Mannar causeway	—	—	2·50	—	2·50	—		—		994	0	994	0	—	—	12	—		—		397	0	—	—	11
Yakkawewa to Pesalai	11	31·25	10·50	—	52·75	1,139	0	7,948	0	5,295	0	14,382	0	60	15	12	103	0	257	0	504	0	11	11	11
Total ...	130·75	73·75	313	—	517·50	7,798	0	13,809	0	78,041	0	99,648	0	—	—	—	59	0	187	0	249	0	—	—	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
SOUTHERN PROVINCE.																		
GALLE DISTRICT.																		
Bentota-Goyapana ...	—	—	43·75	—	43·75	—	—	25,519 0	25,519 0	—	—	10·13	—	—	537 0	—	—	97
Dodanduwa-Baddegama ...	—	—	6·50	—	6·50	—	—	2,774 0	2,774 0	—	—	9	—	—	427 0	—	—	68
Galle-Udugama ...	—	—	22·75	—	22·75	—	—	11,476 0	11,476 0	—	—	8·10	—	—	504 0	—	—	62
Galle-Akuressa ...	—	—	21	—	21	—	—	10,617 0	10,617 0	—	—	8·10	—	—	505 0	—	—	37
Hikkaduwa-Gonapinuwela ...	—	—	2·70	—	2·70	—	—	1,252 0	1,252 0	—	—	8	—	—	466 0	—	—	108
Kahawe-Batapola ...	—	4·25	1	—	5·25	—	446 0	1,146 0	1,592 0	—	4	8	—	105 0	1,146 0	—	15	64
Roads within the Municipality of Galle ...	—	—	4·75	—	4·75	—	—	5,960 0	5,960 0	—	—	14	—	—	1,256 0	—	—	150
Railway approach roads ...	—	—	·35	—	·35	—	—	706 0	706 0	—	—	9	—	—	2,017 0	—	—	—
MATARA DISTRICT.																		
Akuressa-Wiharahena ...	—	—	33	—	33	—	—	19,140 0	19,140 0	—	—	10	—	—	580 0	—	—	35
Dikwella-Beliatta ...	—	3	5	—	8	—	—	2,345 0	2,345 0	—	6	3	—	—	469 0	—	15	15
Goyapana-Tangalla ...	—	—	36	—	36	—	—	21,108 0	21,108 0	—	—	10	—	—	586 0	—	—	44
Hakmana-Tangalla ...	—	7	5	—	12	—	630 0	2,504 0	3,134 0	—	4	4	—	90 0	501 0	—	30	20
Matara-Hakmana ...	—	—	15	—	15	—	—	4,649 0	4,649 0	—	—	4	—	—	310 0	—	—	50
Matara new entrance road ...	—	—	1·25	—	1·25	—	—	498 0	498 0	—	—	8	—	—	398 0	—	—	45
Railway approach roads ...	—	—	1·40	—	1·40	—	—	382 0	382 0	—	—	11	—	—	273 0	—	—	—
Deniyaya-Aningkanda ...	—	—	5	—	5	—	—	2,508 0	2,508 0	—	—	6	—	—	502 0	—	—	42
HAMBANTOTA DISTRICT																		
Hambantota-Tanamalwila road ...	—	3	25·50	—	28·50	—	—	9,627 0	9,627 0	—	20	12	—	—	377 0	—	36	65
Weligatta-Bundala ...	—	5·50	—	—	5·50	—	842 0	—	842 0	—	20	—	—	153 0	—	—	17	—
Lēwaya road ...	—	—	2	—	2	—	—	612 0	612 0	—	—	12	—	—	306 0	—	—	100
Tangalla-Hambantota ...	—	—	26	—	26	—	—	18,560 0	18,560 0	—	—	12	—	—	714 0	—	—	84

Tangalla-Hambantota road (138th mile) to Liyangastota	—	11	—	—	11	—	1,257 0	—	1,257 0	—	15	—	—	114 0	—	—	24	—
Wirawila-Kirinda road *vid* Tissamaharama..	—	7·25	4	—	11·25	—	497 0	2,096 0	2,593 0	—	15	10	—	69 0	525 0	—	20	30
Total ..	—	41	261·95	—	302·95	—	3,572 0	143,479 0	147,151 0	—	—	—	—	89 0	547 0	—	—	—
EASTERN PROVINCE.																		
BATTICALOA DISTRICT.																		
Arasadi to Malkompuddi	—	3·25	—	—	3·25	—	706 0	—	706 0	—	10	—	—	217 0	—	—	54	—
Akkaraipattu-Sakamam road ...	—	5·50	6	—	11·50	—	598 0	1,348 0	1,946 0	—	8	14	—	109 0	225 0	—	18	18
Coast road, Kalmunai (from 1st to 98th milepost)	32	18	48	—	98	384 0	2,133 0	14,610 0	17,127 0	20	12	14	12 0	118 0	304 0	—	115	115
Coast road, Batticaloa (from 1st to 47th milepost)	—	26·50	20·50	—	47	—	4,865 0	14,555 0	19,420 0	—	12	12	—	184 0	710 0	—	51	51
Kalkuda road	—	—	3·50	—	3·50	—	—	1,575 0	1,575 0	—	—	9	—	—	450 0	—	—	13
Karativu to Sammanturai and Irakkamam ...	—	4	9	—	13	—	432 0	2,023 0	2,455 0	—	8	14	—	108 0	225 0	—	64	64
Kalmūnai-Chadiyantalawa road ...	—	5·50	2	—	7·50	—	947 0	564 0	1,511 0	—	10	14	—	172 0	282 0	—	94	94
Maduru-oya to Eravur	—	—	44·25	—	44 25	—	—	26,941 0	26,941 0	—	—	14	—	—	609 0	—	—	95
Pankudaveli road	—	—	1·50	—	1·50	—	—	142 0	142 0	—	—	10	—	—	95 0	—	—	—
Pottuvil-Muppane road	7	8·50	—	—	15·50	217 0	2,081 0	—	2,298 0	30	10	—	31 0	245 0	—	9	9	—
Road from the resthouse to the Bar ...	—	—	3	—	3	—	—	1,339 0	1,339 0	—	—	9	—	—	446 0	—	—	27
TRINCOMALEE DISTRICT.																		
Coast road, Trincomalee District ...	76	10·12	4	—	90·12	1,166 0	3,658 0	2,238 0	7,062 0	16	10	6·06	15 0	361 0	559 0	14	14	14
Gravets of Trincomalee ...	—	5·40	—	—	5·40	—	1,143 0	—	1,143 0	—	16	—	—	212 0	—	—	—	—
Road from the salt store at Nilaveli to the high road	—	—	·61	—	·61	—	—	196 0	196 0	—	—	6	—	—	321 0	—	—	—
Trincomalee to Kituluttu ...	—	—	29	—	29	—	—	9,983 0	9,983 0	—	—	8	—	—	344 0	—	—	—
Trincomalee towards Anuradhapura ...	—	22·50	—	—	22·50	—	4,021 0	—	4,021 0	—	16	—	—	179 0	—	—	17	22
Total ...	115	109·27	171·36	—	395·63	1,767 0	20,584 0	75,514 0	97,865 0	—	—	—	15 0	188 0	440 0	—	—	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.					Width of Track in Feet.				Average Cost per Mile.				Traffic Average Number of Carts per Diem over portions.			
	Natural.	Gravelled.	Metalled.		Total.	Natural.	Gravelled.	Metalled.		Total.	Natural.	Gravelled.	Metalled.		Natural.	Gravelled.	Metalled.		Natural.	Gravelled.	Metalled.	
			Full.	Track.				Full.	Track.				Full.	Track.			Full.	Track.			Full.	Track.
NORTH-WESTERN PROVINCE.						Rs. c.	Rs.	Rs.	Rs.	Rs.					Rs. c.	Rs. c	Rs. c.	Rs. c.				
KURUNEGALA DISTRICT.																						
Getawana Circular road ...	—	—	1·25	—	1·25	—	—	576	—	576	—	—	10	—	—	—	461	—	—	—	45	—
Kurunegala to Nikaweratiya ...	—	—	25	—	25	—	—	10,855	—	10,855	—	—	14	—	—	—	434	—	—	—	150	—
Kurunegala to Beligamuwa ...	—	5	17	—	22	—	1,556	5,246	—	6,802	—	13	13	—	—	311	309	—	—	120	120	—
Kurunegala to Galagedara ...	—	—	13·50	—	13·50	—	—	5,933	—	5,933	—	—	13	—	—	—	439	—	—	—	130	—
Padeniya to Siyambalagama ...	—	—	33·50	—	33·50	—	—	7,470	—	7,470	—	—	10	—	—	—	223	—	—	—	35	—
Polgahawela to Kurunegala ...	—	—	12	—	12	—	—	3,968	—	3,968	—	—	12	—	—	—	330	—	—	—	100	—
Railway approach roads and Edinburgh street, Kurunegala ...	—	—	·62	—	·62	—	—	540	—	540	—	—	14	—	—	—	864	—	—	—	105	—
Approach road to public buildings...	—	·50	—	—	·50	—	118	—	—	118	—	10	—	—	—	237	—	—	—	27	—	—
DANDUGAMA DISTRICT.																						
Dankotuwa-Giriulla road ...	—	—	—	18	18	—	—	—	8,207	8,207	—	—	—	2′ 6″	—	—	—	456	—	—	—	57
Kurunegala to Giriulla road ...	—	—	—	22	22	—	—	—	6,690	6,690	—	—	—	2′ 6″	—	—	—	304	—	—	—	37
Maharagama to Polgahawela ...	—	—	—	14·25	14·25	—	—	—	3,533	3,533	—	—	—	2′ 6″	—	—	—	248	—	—	—	13
Naranmulla to Dummalasuriya ...	—	—	—	22·25	22·25	—	—	—	7,447	7,447	—	—	—	2′ 6″	—	—	—	335	—	—	—	38
Kompaspara	—	2	—	—	2	—	296	—	—	296	—	8	—	—	—	148	—	—	—	2	—	—
PUTTALAM DISTRICT.																						
Akkaraipattu road ...	—	24·37	·63	—	25	—	6,600	194	—	6,794	—	8′ 4″	8′ 4″	—	—	271	310	—	—	12	10	—
Main road to Kiriankali bridge ...	—	·83	—	—	·83	—	181	—	—	181	—	10′ 4″	—	—	—	218	—	—	—	4	—	—
Nikaweratiya to Puttalam ...	—	—	29	—	29	—	—	12,049	—	12,049	—	—	10′ 4″	—	—	—	415	—	—	—	·45	—
Puttalam to Kala-oya ...	—	—	23·50	—	23·50	—	—	9,563	—	9,563	—	—	9′ 4″	—	—	—	413	—	—	—	30	—
Puttalam to Battulu-oya ...	—	10·50	6	4	20·50	—	2,232	3,139	2,113	7,484	—	11′ 6″	10′ 4″	1′ 6″	—	212	526	528	—	12	25	20
Puttalam to Madurugama ...	32	7	2	—	41	933	1,286	—	—	2,219	12	9′ 4″	10′ 4″	—	29 0	184	—	—	2	8	4	—
Roads to salt stores and town roads, Puttalam	—	—	10·50	—	10·50	—	—	4,419	—	4,419	—	—	8′ 4″	—	—	—	421	—	—	—	70	—
Service road at Palavi ...	—	4	—	—	4	—	800	—	—	800	—	8′ 4″	—	—	—	200	—	—	—	5	—	—
CHILAW DISTRICT.																						
Bo-tree road	—	—	—	1·25	1·25	—	—	—	295	295	—	—	—	—	—	—	—	236	—	—	—	12
Chilaw-Wariyapola road ...	—	16	—	16	32	—	2,790	—	4,779	7,569	—	—	—	—	—	174	—	298	—	6	—	6
Madampe to Dummalasuriya ...	—	—	—	6	6	—	—	—	1,921	1,921	—	—	—	—	—	—	—	320	—	—	—	16
Natandiya to Marawila ...	—	—	—	3	3	—	—	—	1,435	1,435	—	—	—	—	—	—	—	478	—	—	—	41
Pilakatumulla road ...	—	2	—	—	2	—	212	—	—	212	—	—	—	—	—	106	—	—	—	11	—	—
Toppu to Battulu-oya ...	—	3	—	32	35	—	988	—	17,982	18,970	—	—	—	—	—	329	—	562	—	5	—	55
Total ...	32	75·20	174·50	138·75	420·45	933	17,059	63,952	54,402	136,346	—	—	—	—	29 0	226	366	392	—	—	—	—

. Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.					Width of Track in Feet.				Average Cost per Mile				Traffic Average Number of Carts per Diem over portions.			
	Natural.	Gravelled.	Metalled	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Track Metalled.	Total	Natural.	Gravelled.	Metalled.	Track Metalled.	Natural.	Gravelled.	Metalled.	Track Metalled.	Natural.	Gravelled.	Metalled.	Track Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				
NORTH-CENTRAL PROVINCE.																						
ANURADHAPURA DISTRICT.																						
Gal-oya to Galgodahena (24th to 50th mile)	—	—	—	26·16	26·16	—	—	—	7,084 0	7084 0	—	—	—	2′ 6″	—	—	—	271· 0	—	—	—	22
Anuradhapura to Siyambalagama ...	—	9·37	9·63	—	19	—	1,828 0	3,165 0	—	4993 0	—	9	9	—	—	195 0	329 0	—	—	12	12	—
Mirisgoni-oya to Galkandamadu (67th to 84th mile) ...	—	1·50	16·50	—	18	—	126 0	5,412 0	—	5538 0	—	10	10	—	—	84 0	328 0	—	—	22	22	—
Approach roads to public buildings ...	—	·47	·43	—	·90	—	51 0	157 0	—	208 0	—	9	9	—	—	109 0	365 0	—	—	—	—	—
Inner Circular road, Anuradhapura ...	—	1·25	·50	—	1·75	—	163 0	163 0	—	326 0	—	9	9	—	—	131 0	325 0	—	—	—	—	—
Outer Circular road, Anuradhapura ...	—	6·23	—	—	6·23	—	532 0	—	—	532 0	—	9	—	—	—	85 0	—	—	—	—	—	—
Kalawewa to Kekirawa	—	9	—	—	9	—	1,267 0	—	—	1267 0	—	10	—	—	—	141 0	—	—	—	6	—	—
Kalawewa to Galawela	—	11·70	—	—	11·70	—	1,063 0	—	—	1063 0	—	10	—	—	—	91 0	—	—	—	2	—	—
MIHINTALE DISTRICT.																						
Galkulam through Mihintale to Rambewa ...	—	5·20	6·67	—	11·87	—	546 0	2,653 0	—	3199 0	—	12	—	2	—	105 0	398 0	—	—	1	1	—
Horawapotana towards Vavuniya ...	—	22·60	—	—	22·60	—	3,049 0	—	—	3049 0	—	12	—	—	—	135 0	—	—	—	—	—	—
Kala-oya to Galgodahena (50th to 88th mile)	—	12 69	25·81	—	38·50	—	1,618 0	10,047 0	—	11665 0	—	12	—	2	—	128 0	389 0	—	—	2	2	—
Madawachchiya to Yakawewa ...	—	7·32	—	—	7·32	—	2,265 0	—	—	2265 0	—	12	—	—	—	309 0	—	—	—	1	—	—
Mirisgoni-oya to Galkandamadu (89th to 105th mile)	—	—	16·79	—	16·79	—	—	5,139 0	—	5139 0	—	9	—	—	—	—	306 0	—	—	—	6	—
MARADANKADAWALA DISTRICT.																						
Habarana-Topawe road	10	17	—	—	27	—	2,130 0	—	—	2130 0	—	16	—	—	—	125 0	—	—	2	2	—	—
Migaswewa-Kituluttu road... ...	—	—	18	9·05	27·05	—	—	4,169 0	2,008 0	6177 0	—	—	10	2	—	—	232 0	211 0	—	—	12	12
Mirisgoni-oya to Galkandamadu (46½ to 76th mile)	—	—	21·05	—	21·05	—	—	13.052 0	—	13052 0	—	—	10	—	—	—	442 0	—	—	—	22	—
Mirisgoni-oya-Migaswewa road ...	—	—	10·22	—	10·22	—	—	3,619 0	—	8619 0	—	—	10	—	—	—	454 0	—	—	—	10	—
Total ...	10	104·33	134·05	35·66	284·04	—	14,638 0	47,576 0	9,092 0	71306 0	—	—	—	—	—	140 0	354 0	255 0	—	—	—	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
PROVINCE OF UVA.						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Badulla to Taldena ...	—	5	5	—	10	—	1,100 0	2,877 0	3,977 0	—	9	—	—	220 0	575 0	—	10	10
Badulla to boundary, Eastern Province	—	—	49·50	—	49·50	—	—	26,585 0	26,585 0	—	—	12	—	—	537 0	—	—	35
Badulla to Halpe (Badulla section)	—	—	25·75	—	25·75	—	—	24,003 0	24,003 0	—	—	12	—	—	932 0	—	—	76
Badulla to Koslanda (Koslanda section)	—	—	12·75	—	12·75	—	—	11,440 0	11,440 0	—	—	12	—	—	897 0	—	—	23
Bridle road, Ella to Wellawaya	17	—	—	—	17	850 0	—	—	850 0	11	—	—	49 0	—	—	—	—	—
Bibile-Medagama road ...	6	4	—	—	10	922 0	1,078 0	—	2,000 0	10	12	—	154 0	270 0	—	—	3	—
Bibile-Alutnuwara road ...	—	10	—	—	10	—	2,999 0	—	2,999 0	—	12	—	—	300 0	—	—	4	—
Batgoda deviation ...	—	·75	—	—	·75	—	250 0	—	250 0	—	8	—	—	333 0	—	—	—	—
Dikwella to Madulla ...	10·75	—	5·25	—	16	1,099 0	—	3,152 0	4,251 0	6	—	9	101 0	—	548 0	—	—	14
Dikwella to Hakgala (Badulla section)	—	—	21	—	21	—	—	6,522 0	6,522 0	—	—	12	—	—	310 0	—	—	3
Haldummulla-Wellawaya road	—	—	22·50	—	22·50	—	—	15,487 0	15,487 0	—	—	8	—	—	688 0	—	—	23
Horton Plains road (bridle road)	12	—	—	—	12	1,125 0	—	—	1,125 0	6	—	—	94 0	—	—	—	—	—
Haputale and Nanu-oya (bridle road)	10	—	—	—	10	500 0	—	—	500 0	5	—	—	50 0	—	—	—	—	—
Kumbalwela-Passara road ...	—	—	17	—	17	—	—	11,664 0	11,664 0	—	—	10	—	—	686 0	—	—	12
Lower Badulla road (Badulla section)	15	—	—	—	15	709 0	—	—	709 0	6	—	—	47 0	—	47 0	—	—	—
Naula-Spring Valley road ...	—	—	7·60	—	7·60	—	—	5,272 0	5,272 0	—	—	9	—	—	694 0	—	—	12
Ohiya-Horton Plains (bridle road)	2	—	2·25	—	4·25	160 0	—	838 0	998 0	5	—	—	80 0	—	373 0	—	—	—
Passara-Madulsima road ...	—	—	13	—	13	—	—	7,161 0	7,161 0	—	—	10	—	—	551 0	—	—	21
Railway station roads ...	—	—	·37	—	·37	—	—	349 0	349 0	—	—	10	—	—	944 0	—	—	—
Umaoya-Uda Pussellawa road (bridle)	9·50	—	—	—	9·50	559 0	—	—	559 0	6	—	—	59 0	—	—	—	—	—
Wellawaya to Tanamalwila...	—	—	21·50	—	21·50	—	—	8,681 0	8,681 0	—	—	2	—	—	404 0	—	—	24
Wellawaya towards Pottuvil	20·25	16	10	—	46 25	1,012 0	3,712 0	7,441 0	12,165 0	16	10	2	50 0	232 0	744 0	—	12	12
Approach roads to public buildings ...	—	·80	—	—	·80	—	239 0	—	239 0	—	10	—	—	299 0	—	—	—	—
Total ...	102·50	36·55	213·47	—	352·52	6,936 0	9,378 0	131,472 0	147,786 0	—	—	—	68 0	256 0	616 0	—	—	—
PROVINCE OF SABARAGAMUWA.																		
RATNAPURA DISTRICT.																		
Avisawella-Ratnapura road from Pussella to Ratnapura ...	—	—	11·50	—	11·50	—	—	7,899 0	7,899 0	—	—	10	—	—	687 0	—	—	23
Bulutota-Eraporuwa road ...	6	—	—	—	6	599 0	—	—	599 0	6	—	—	100 0	—	—	—	—	—
Eratna-Kuruwita road ...	8	—	—	—	8	377 0	—	—	377 0	6	—	—	47 0	—	—	—	—	—
Morawaka-Rakwana road ...	16	—	—	—	16	1,498 0	—	—	1,498 0	6	—	—	94 0	—	—	—	—	—

Return of Roads, &c.—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1898.				Width of Track in Feet.			Average Cost per Mile.			Traffic Acreage Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Madampe towards Hambantota ...	2·25	—	17	—	19·25	—	—	4,639 0	4,639 0	—	—	9	—	—	273 0	—	—	4
Nambapana road ...	—	—	19·75	—	19·75	—	—	5,374 0	5,374 0	—	—	9	—	—	272 0	—	—	3
Pelmadulla to Gilgarron ...	—	—	29	—	29	—	—	14,599 0	14,599 0	—	—	9·50	—	—	503 0	—	—	10
Ratnapura to Halpe ...	—	—	45	—	45	—	—	31,899 0	31,899 0	—	—	10	—	—	709 0	—	—	35
Riverside road, Ratnapura ...	—	—	1	—	1	—	—	744 0	744 0	—	—	10	—	—	744 0	—	—	63
Road to District Judge's quarters ...	—	·28	—	—	·28	—	34 0	—	34 0	—	8	—	—	125 0	—	—	—	—
AVISAWELLA DISTRICT.																		
Avisawella-Ratnapura road from Avisawella to Pusella	—	—	14·50	—	14·50	—	—	8,698 0	8,698 0	—	—	12	—	—	600 0	—	—	30
Avisawella towards Ginigathena ...	—	—	26	—	26	—	—	17,744 0	17,744 0	—	—	12	—	—	682 0	—	—	23
Ferry approaches at Ruanwella and Ginigathena	—	·17	·33	—	·50	—	—	449 0	449 0	—	8	12	—	—	900 0	—	—	1
Karawanella to Glenella	—	—	14·50	—	14·50	—	—	7,241 0	7,241 0	—	—	12	—	—	499 0	—	—	—
Ruanwella to boundary of Province ...	—	—	9	—	9	—	—	4,498 0	4,498 0	—	—	12	—	—	500 0	—	—	15
Branch Roads.																		
Dehiowita to Algoda ferry	—	—	1	—	1	—	—	487 0	487 0	—	—	12	—	—	486 0	—	—	3
Road from Parakaduwa bazaar to Hemingford estate	—	—	1·88	—	1·88	—	—	406 0	406 0	—	—	12	—	—	216 0	—	—	—
Yatiyantota to Polatagama... ...	—	—	3	—	3	—	—	1,487 0	1,487 0	—	—	12	—	—	496 0	—	—	9
KEGALLA DISTRICT.																		
Kinadeniya road	—	—	3·25	—	3·25	—	—	600 0	600 0	—	—	8	—	—	184 0	—	—	25
Ambepussa to Alawwa road ...	—	—	5	—	5	—	—	499 0	499 0	—	—	8	—	—	100 0	—	—	½
Dolosbage to Rambukkana	—	—	19·50	—	19·50	—	—	6,552 0	6,552 0	—	—	8	—	—	336 0	—	—	23·33
Kandy road, 34 milepost to Kadugannawa ...	—	—	28	—	28	—	—	9,800 0	9,800 0	—	—	8	—	—	350 0	—	—	29
Kegalla to Polgahawela	—	—	7·25	—	7·25	—	—	2,900 0	2,900 0	—	—	8	—	—	400 0	—	—	50
Kegalla to Bulatkohopitiya ...	—	—	16·25	—	16·25	—	—	8,937 0	8,937 0	—	—	8	—	—	550 0	—	—	18
Roads in Government premises ...	—	—	1·50	—	1·50	—	—	150 0	150 0	—	—	8	—	—	100 0	—	—	—
Branch Road.																		
Gevilipitiya-Hatgampola road	—	—	1·34	—	1·34	—	—	799 0	799 0	—	—	8	—	—	596 0	—	—	3
Total ...	32·25	·45	275·55	—	308·25	2,474 0	34 0	136,401 0	138,909 0	—	—	—	76 0	75 0	495 0	—	—	—

Return of Roads in charge of the Public Works Department, 1899.

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
WESTERN PROVINCE.						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
COLOMBO MUNICIPALITY.																		
Approach roads to Public Offices in the Colombo Fort	—	·22	—	—	·22	—	399 94	—	399 94	—	12	—	—	1,827 0	—	—	30	—
Chatham street extension	—	—	·43	—	·43	—	—	2,094 14	2,094 14	—	—	36	—	—	4,870 9	—	—	1,117
Kelani bridge approaches	—	—	·90	—	·90	—	—	2,652 97	2,652 97	—	—	30	—	—	2,947 74	—	—	569
Roads within the Customs premises ...	—	—	·33	—	·33	—	—	5,634 52	5,634 52	—	—	36	—	—	17,074 30	—	—	2,557
Colombo District beyond Municipality.																		
Approach roads to railway stations, Wellawatta, Dehiwala, and Mount Lavinia ...	—	1·98	—	—	1·98	—	653 76	—	653 76	—	10	—	—	330 18	—	—	47	—
Branch roads to Dematagoda ...	—	·50	—	—	·50	—	51 83	—	51 83	—	10	—	—	103 66	—	—	8	—
Dematagoda to Wellampitiya ...	—	·75	—	·75	1·50	—	278 28	476 54	754 82	—	11	2	—	371 4	635 38	—	14	14
Grandpass to 34th mile, Kandy road ...	—	—	31	—	31	—	—	25,928 86	25,928 86	—	—	11 & 2	—	—	836 41	—	—	228
Grandpass to Avisawella	—	—	27	—	27	—	—	23,103 51	23,103 51	—	—	11 & 2	—	—	855 68	—	—	227
Hanwella to Bope	—	8·05	—	—	8·05	—	1,927 84	—	1,927 84	—	10	—	—	226 80	—	—	66	—
Kelaniya to Biyagama	—	—	—	8	8	—	—	4,309 74	4,309 74	—	—	2	—	—	538 71	—	—	123
Kotte road toll bar to junction of Galle road near Wellawatta	—	—	2	5	7	—	—	4,574 13	4,574 13	—	—	9 & 2	—	—	653 44	—	—	203
Municipal toll bar at Bambalapitiya to Kotte road junction at Pamankada ...	—	—	—	·50	·50	—	—	164 52	164 52	—	—	2	—	—	329 4	—	—	41
Urugodawatta road	—	—	5	—	5	—	—	7,255 16	7,255 16	—	—	11 & 2	—	—	1,451 3	—	—	297
Veyangoda-Ruanwella road to Western Province boundary	—	—	—	8·42	8·42	—	—	5,739 82	5,739 82	—	—	2	—	—	681 68	—	—	66
Wellawatta to Digarolla bridge from Wellawatta to 7th mile, Galle road ...	—	—	3	—	3	—	—	4,926 95	4,926 95	—	—	12	—	—	1,642 31	—	—	155
Wakoya to Labugama	—	—	—	9	9	—	—	2,917 96	2,917 96	—	—	2	—	—	324 21	—	—	59
Approach road to Kelaniya railway station...	—	—	36	—	·36	—	—	793 6	793 6	—	—	9	—	—	2,202 95	—	—	13
Madampitiya-Mattakkuliya road ...	—	—	·50	—	·50	—	—	1,214 83	1,214 83	—	—	20	—	—	2,429 66	—	—	21
KALUTARA DISTRICT.																		
Moratuwa to junction of Kesbewa road ...	—	—	3	—	3	—	—	1,196 25	1,196 25	—	—	10	—	—	398 75	—	—	10
Galle road 7th mile to Digarolla bridge ...	—	—	5	—	5	—	—	6,785 36	6,785 36	—	—	10	—	—	1,357 7	—	—	33
Approach roads to railway stations, Panadure and Wadduwa and beyond Kalutara to Alutgama	—	1·22	—	—	1·22	—	498 39	—	498 39	—	9	—	—	408 51	—	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Alutgama Bazaar road	—	·25	—	—	·25	—	170 51	—	170 51	—	8	—	—	682 4	—	—	—	—
Alutgama towards Matugama ...	—	4·25	6·50	—	10·75	—	1,485 16	2,271 45	3,756 61	—	8	8	—	349 44	349 30	—	16	16
Badureliya to Kukulegama ...	—	4·43	—	—	4·43	—	1,092 96	—	1,092 96	—	8	—	—	246 71	—	—	6	—
Digarolla bridge to Bentota ...	—	—	26	—	26	—	—	20,779 30	20,779 30	—	—	10	—	—	799 20	—	—	41
Nagoda-Warakagoda road	—	—	13	—	13	—	—	5,193 93	5,193 93	—	—	8	—	—	399 53	—	—	28
Neboda to Matugama	—	2	4	—	6	—	811 58	1,623 19	2,434 77	—	8	8	—	405 79	405 79	—	6	6
Panadure to Nambapana	—	—	22·75	—	22·75	—	—	9,089 36	9,089 36	—	—	8	—	—	399 53	—	—	27
Road to Beruwala Customs ...	—	·66	—	—	·66	—	368 3	—	368 3	—	8	—	—	557 62	—	—	—	—
Road leading to District Hospital, Neboda...	—	—	1·75	—	1·75	—	—	515 56	515 56	—	—	6	—	—	294 60	—	—	—
Warakagoda to Horana	—	9	—	—	9	—	2,810 49	—	2,810 49	—	7	—	—	312 27	—	—	5	—
Approach roads to railway stations, Angulana, Lunawa, and Moratuwa	—	2·80	—	—	2·80	—	495 65	—	495 65	—	10	—	—	177 2	—	—	—	—
NEGOMBO DISTRICT.																		
Approach road to Henaratgoda railway station	—	·12	—	—	·12	—	93 26	—	93 26	—	9	—	—	777 16	—	—	—	—
Approach road to Veyangoda railway station	—	·09	—	—	·09	—	—	—	—	—	—	—	—	—	—	—	—	—
Grandpass to Dandugama	—	—	11·50	—	11·50	—	—	16,057 99	16,057 99	—	—	12	—	—	1,396 34	—	—	1,600
Dandugama to Toppu	—	—	12·80	—	12·80	—	—	10,040 36	10,040 36	—	—	14	—	—	803 22	—	—	199
Giriulla to Pasyala	—	6	6	—	12	—	1,516 97	3,549 31	5,066 28	—	9	3	—	252 82	591 55	—	66	66
Ja-ela to Kotadeniyawa	—	2·50	16	—	18·50	—	—	7,729 62	7,729 62	—	10	10	—	—	483 10	—	—	95
Minuwangoda to Henaratgoda ...	—	3·61	4·50	—	8·11	—	545 90	1,315 29	1,861 19	—	10	3	—	151 21	292 27	—	163	163
Maha Hunupitiya to Murugampola ...	—	8·50	10·50	—	19	—	1,654 73	4,464 38	6,119 11	—	9	3	—	195 26	425 17	—	79	79
Negombo to Giriulla	—	—	23·50	—	23·50	—	—	14,276 62	14,276 62	—	—	12	—	—	607 51	—	—	178
Veyangoda to Negombo	—	8·33	9·50	—	17·83	—	1,964 52	7,785 52	9,750 4	—	10	10	—	235 83	819 52	—	236	236
Approach road to Mahara prison ...	—	·40	—	—	·40	—	280 30	—	280 30	—	9	—	—	700 75	—	—	—	—
Welisara to Ragama	—	—	5	—	5	—	714 12	1,316 96	2,031 8	—	—	9	—	142 82	263 39	—	—	96
Total ...	—	66·11	251·82	31·67	349·60	—	17,814 22	205,777 16	223,591 38	—	—	—	—	269 0	726 0	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per mile.			Traffic; Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
CENTRAL PROVINCE.																		
KANDY DISTRICT.																		
Approach roads to public buildings, Kandy...	—	—	·95	—	·95	—	—	814 35	814 35	—	—	8	—	—	851 95	—	—	—
Ampitiya road	—	2	2·75	—	4·75	—	333 16	1,777 17	2,110 33	—	12	12	—	166 53	646 24	—	20	20
Horagama to Kurundu-oya ...	—	—	28·25	—	28·25	—	—	14,975 15	14,975 15	—	—	14	—	—	530 9	—	—	29
Kandy to Horagama	—	—	8·50	—	8·50	—	—	5,688 67	5,688 67	—	—	14	—	—	669 25	—	—	35
Kandy railway approach road ...	—	—	1	—	1	—	—	1,696 4	1,696 4	—	—	40	—	—	1,696 4	—	—	200
Katugastota to Queen's hotel ...	—	—	2·38	—	2·38	—	—	3,231 84	3,231 84	—	—	30	—	—	1,357 91	—	—	265
Lower Badulla road, Kandy section ...	23·50	—	—	—	23·50	1,282 97	—	—	1,282 97	8	—	—	54 59	—	—	—	—	—
Peradeniya to Lewella ferry ...	—	—	5·81	—	5·81	—	—	5,156 77	5,156 77	—	—	30	—	—	885 84	—	—	160
Deltota road	—	—	19	—	19	—	—	13,145 38	13,145 38	—	—	14	—	—	691 86	—	—	69
KATUGASTOTA DISTRICT.																		
From junction of Hunasgiriya road to Iriyagastenna ...	—	—	3·20	—	3·20	—	—	1,451 8	1,451 8	—	—	9	—	—	630 89	—	—	75
Gonawatta ferry to Rajawela ...	—	—	4	—	4	—	—	2,289 51	2,289 51	—	—	8	—	—	567 37	—	—	50
Iriyagama to Aladeniya	—	6	—	—	6	—	1,306 61	—	1,306 61	—	8	—	—	217 76	—	—	15	—
Kadugannawa to Peradeniya ...	—	—	6	—	6	—	—	2,616 35	2,616 35	—	—	14	—	—	436 6	—	—	25
Katugastota to Madulkele	—	—	18·50	—	18·50	—	—	12,542 54	12,542 54	—	—	8	—	—	677 97	—	—	85
Katugastota to Balakaduwa ...	—	—	7·50	—	7·50	—	—	2,020 57	2,020 57	—	—	8	—	—	269 40	—	—	20
Katugastota to Galagedara... ...	—	—	10	—	10	—	—	3,431 34	3,431 34	—	—	8	—	—	343 13	—	—	50
Laggala-Tavalam road	19·25	—	—	—	19·25	798 19	—	—	798 19	4	—	—	40 99	—	—	—	—	—
Madawala to Teldeniya and Nugatenna gap...	—	—	17·07	—	17·07	—	—	4,984 79	4,984 79	—	—	8	—	—	292 60	—	—	50
Peradeniya to Gampola	—	—	8	—	8	—	—	2,735 11	2,735 11	—	—	14	—	—	341 89	—	—	20
Teldeniya to Rangalla	—	—	9·75	—	9·75	—	—	2,851 80	2,851 80	—	—	8	—	—	292 49	—	—	30
Dotale road	—	—	8·78	—	8·78	—	—	2,370 40	2,370 40	—	—	8	—	—	—	—	—	30
Duckwari bazaar to Kota-ganga ...	—	—	1·75	—	1·75	—	—	800 27	800 27	—	—	8	—	—	457 30	—	—	3
Madulkele to Kabaragala	—	—	3·25	—	3·25	—	—	1,640 62	1,640 62	—	—	8	—	—	503 26	—	—	10
Madulkele to Bambara-ela	—	—	7·75	—	7·75	—	—	2,796 51	2,796 51	—	—	8	—	—	360 84	—	—	10
Nugatenna gap to Kobonila ...	—	—	4·77	—	4·77	—	—	1,230 98	1,230 98	—	—	8	—	—	269 67	—	—	3
Rangalla-Nitre Cave road	—	—	3·75	—	3·75	—	—	1,169 96	1,169 96	—	—	8	—	—	311 19	—	—	4
MATALE DISTRICT.																		
Balakaduwa to junction of Trincomalee-Anuradhapura road	—	—	36·50	—	36·50	—	—	28,552 33	28,552 33	—	—	12	—	—	782 25	—	—	38
Beligamuwa to Mirisgoni-oya ...	—	14·10	—	—	14·10	—	2,901 50	—	2,901 50	—	12	—	—	205 78	—	—	6	—
Kalawewa to Galawella	—	7·50	—	—	7·50	—	1,636 7	—	1,636 7	—	12	—	—	218 14	—	—	—	—
Matale to Rattota	—	—	6·50	—	6·50	—	—	3,404 81	3,404 81	—	—	12	—	—	523 81	—	—	6
Naula *vid* Elahera to Pallegama ...	17	14	—	—	31	3,084 17	2,363 42	—	5,447 59	12	12	—	181 41	168 81	—	—	33	—
Palapatwella to Galawella	—	19	—	—	19	—	3,757 12	—	3,757 12	—	12	—	—	197 74	—	—	4	—
Ukuwala road	—	—	1·38	—	1·38	—	—	578 87	578 87	—	—	12	—	—	419 47	—	—	4
PUSSELLAWA DISTRICT.																		
Approach roads to Gampola railway station	—	—	·25	—	25	—	—	149 33	149 33	—	—	10	—	—	597 32	—	—	30
Gampola to Pussellawa	—	—	12	—	12	—	—	14,451 52	14,451 52	—	—	10	—	—	1,204 29	—	—	60
Gampola to Nawalapitiya	—	—	10·70	—	10·70	—	—	3,623 23	3,623 23	—	—	10	—	—	338 62	—	—	6
Pundaluoya-Watagoda road	—	—	7·15	—	7·15	—	—	3,199 67	3,199 67	—	—	10	—	—	447 67	—	—	26
Pussellawa to Ramboda	—	—	9	—	9	—	—	5,399 12	5,399 12	—	—	10	—	—	599 90	—	—	46
Ulapone station road	—	—	·30	—	·30	—	—	115 69	115 69	—	—	10	—	—	385 63	—	—	33
Pupuressa road	—	—	10	—	10	—	—	6,570 48	6,570 48	—	—	10	—	—	657 5	—	—	50
Pundaluoya-Tawalantenna road ...	—	—	9·25	—	9·25	—	—	4,665 16	4,665 16	—	—	10	—	—	504 34	—	—	6

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
NUWARA ELIYA DISTRICT.																		
Ambawela road	1·25	—	2·30	—	3·55	253 80	—	576 24	830 4	—	—	12	203 4	—	250 4	—	—	3
Blackpool bridle path	7·80	—	—	—	7·80	386 30	—	—	386 30	4	—	—	59 14	—	—	—	—	—
Lindula to Nuwara Eliya (Nanu-oya to Nuwara Eliya)	—	—	6	—	6	—	—	4,923 89	4,923 89	—	—	12	—	—	820 65	—	—	116
Lake and Moon Plains road ...	—	5	—	—	5	—	1,341 31	—	1,341 31	—	10	—	—	268 26	—	—	5	—
New Bazaar road connecting the Uda Pussellawa and Badulla road ...	—	—	16	—	16	—	—	74 3	74 3	—	—	12	—	—	462 69	—	—	30
Ramboda to Wilson's bungalow ...	—	—	26	—	26	—	—	10,144 96	10,144 96	—	—	10	—	—	390 19	—	—	70
Rappahannock bridle-path	1·20	—	—	—	1·20	55 22	—	—	55 22	4	—	—	46 1	—	—	—	—	—
Uda Pussellawa-Dimbula junction road ...	—	—	1	—	1	—	—	862 53	862 53	—	—	12	—	—	862 53	—	—	30
Uda Pussellawa road	—	—	6·84	—	6·84	—	—	3,996 87	3,996 87	—	—	12	—	—	584 33	—	—	60
Forest service road, Kandapola ...	—	—	1·40	—	1·40	—	—	387 37	387 37	—	—	12	—	—	276 69	—	—	3
Kandapola-Uda Pussellawa road ...	—	—	15·16	—	15·16	—	—	6,998 72	6,998 72	—	—	10	—	—	460 34	—	—	38
Hospital junction to the Brewery, Nuwara Eliya	—	—	·07	—	·07	—	—	160 66	160 66	—	—	—	—	—	2,295 14	—	—	6
DIMBULA DISTRICT.																		
Craigie Lea to Lindula	—	—	6	—	6	—	—	3,918 71	3,918 71	—	—	12	—	—	653 12	—	—	127
Dimbula road (Nawalapitiya to Craigie Lea)	—	—	20	—	20	—	—	9,198 99	9,198 99	—	—	12	—	—	459 94	—	—	40
Dolosbage road, 1st section ...	—	—	4	—	4	—	—	3,156 36	3,156 36	—	—	12	—	—	789 9	—	—	42
Dimbula-Dikoya junction (Dimbula junction to Hatton)	—	—	6·57	—	6·57	—	—	2,443 59	2,443 59	—	—	12·22	—	—	371 93	—	—	40
Holyrood road	—	—	·30	—	·30	—	—	365 7	365 7	—	—	12	—	—	1,216 90	—	—	130
Lindula to Nuwara Eliya (Lindula to N'oya)	—	—	10	—	10	—	—	4,902 29	4,902 29	—	—	12	—	—	490 23	—	—	21
Tispane road	—	—	2 35	—	2·35	—	—	999 65	999 65	—	—	12	—	—	425 38	—	—	14
Dolosbage road, 2nd section ...	—	—	6·25	—	6·25	—	—	3,653 68	3,653 68	—	—	12	—	—	584 58	—	—	36
Glenlyon-Preston road	—	—	2·55	—	2·55	—	—	1,139 30	1,139 30	—	—	12	—	—	446 78	—	—	7
Lindula to end of Agra road ...	—	—	14	—	14	—	—	12,770 78	12,770 78	—	—	14	—	—	912 19	—	—	114
Railway Gorge road	—	—	3	—	3	—	—	1,299 87	1,299 87	—	—	12	—	—	433 29	—	—	10
Walaha road	—	—	1·91	—	1·91	—	—	668 40	668 40	—	—	12	—	—	349 89	—	—	5
DIKOYA DISTRICT.																		
Approach roads to buildings at Hatton ...	—	—	·32	—	·32	—	—	109 94	109 94	—	—	8·11	—	—	343 56	—	—	—
Carolina road	—	—	1·20	—	1·20	—	—	602 26	602 26	—	—	12·14	—	—	501 88	—	—	7
Dikoya road, (Nawalapitiya to Hatton bridge junction)	—	—	21·40	—	21·40	—	—	10,411 71	10,411 71	—	—	11·17	—	—	486 5	—	—	17

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per mile.			Traffic; Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
Dimbula-Dikoya junction ...	—	—	1·50	—	1·50	—	—	1,973 32	1,973 32	—	—	—	—	—	1,315 55	—	—	120
Ginigathena to boundary of Province	—	—	7·67	—	7·67	—	—	3,380 2	3,380 2	—	—	10·13	—	—	440 67	—	—	6
Strathdon-Fruithill road ...	—	—	1·70	—	1·70	—	—	693 53	693 53	—	—	10	—	—	407 96	—	—	8
Bathford Valley road ...	—	—	6·60	—	6·60	—	—	2,688 25	2,688 25	—	—	11·16	—	—	407 31	—	—	15
Dikoya road (Hatton bridge junction to Norwood bridge) ...	—	—	4·98	—	4·98	—	—	10,480 63	10,480 63	—	—	14·20	—	—	2,104 54	—	—	115
Dikoya road (Norwood bridge to Campion)	—	—	10·05	—	10·05	—	—	6,981 13	6,981 13	—	—	11·15	—	—	694 64	—	—	40
Maskeliya road (Norwood bridge, Moray) ...	—	—	9·73	—	9·73	—	—	7,103 59	7,103 59	—	—	10·15	—	—	720 7	—	—	50
Maskeliya road (Maskeliya to Cruden) ...	—	—	3·60	—	3·60	—	—	1,472 55	1,472 55	—	—	10·14	—	—	409 4	—	—	20
Maskeliya road (Brownlow to Luccombe) ...	—	—	3·87	—	3·87	—	—	1,325 11	1,325 11	—	—	9	—	—	342 40	—	—	25
Norton-Carolina road ...	—	—	5·25	—	5·25	—	—	2,349 20	2,349 20	—	—	10	—	—	447 44	—	—	10
Norwood-Upcot road ...	—	—	8·25	—	8·25	—	—	4,589 55	4,589 55	—	—	10·14	—	—	556 30	—	—	25
Wanarajah road ...	—	—	4·50	—	4·50	—	—	1,803 87	1,803 87	—	—	10·13	—	—	400 86	—	—	12
Total ...	70·00	57·60	512·22	—	649·82	5,860 65	13,639 19	290,734 3	310,233 87	—	—	—	84 0	201 0	567 0	—	—	—
NORTHERN PROVINCE.																		
JAFFNA DISTRICT.																		
Achchuveli to Tondaimannar ...	—	—	3·50	—	3·50	—	—	348 77	348 77	—	—	12	—	—	99 65	—	—	4
Drainage channels ...	10	—	—	—	10	671 86	—	—	671 86	8	—	—	67 18	—	—	—	—	—
Gravets of Jaffna ...	—	—	44	—	44	—	—	7,416 75	7,416 75	—	—	14	—	—	168 56	—	—	210
Jaffna to Karativu ...	—	—	14·25	—	14·25	—	—	2,987 59	2,987 59	—	—	12	—	—	209 65	—	—	55
Jaffna to Kankesanturai ...	—	—	11·50	—	11·50	—	—	3,507 85	3,507 85	—	—	15	—	—	305 3	—	—	200
Jaffna to Point Pedro ...	—	—	21	—	21	—	—	3,109 11	3,109 11	—	—	14	—	—	148 5	—	—	155
Jaffna to Kaitadi ...	—	—	6·50	—	6·50	—	—	1,949 18	1,949 18	—	—	15	—	—	299 87	—	—	68
Manippai to Kaitadi ...	—	—	8	—	8	—	—	1,395 0	1,395 0	—	—	12	—	—	174 37	—	—	12
Punnalai road ...	—	—	10·50	—	10·50	—	—	2,020 78	2,020 78	—	—	12	—	—	192 40	—	—	80
Pannaitturai to Kayts ...	—	—	10	—	10	—	—	786 70	786 70	—	—	10	—	—	78 67	—	—	6
Point Pedro to Punnalai ...	—	—	25	—	25	—	—	2,947 83	2,947 83	—	—	12	—	—	117 91	—	—	5
Tellippalai to Pandateruppu ...	—	—	4·50	—	4·50	—	—	760 33	760 33	—	—	10	—	—	168 96	—	—	10
Vallai to Valluveddiṭṭurai ...	—	—	3·50	—	3·50	—	—	421 11	421 11	—	—	10	—	—	120 31	—	—	7
Valukkai-arar to Velanai ...	—	—	4	—	4	—	—	317 65	317 65	—	—	10	—	—	79 41	—	—	9
PALLAI DISTRICT.																		
Chavakachcheri to Karaveddi ...	—	—	12	—	12	—	—	1,633 35	1,633 35	—	—	12	—	—	136 11	—	—	10
Karanavai to Tunnalai ...	—	—	5·50	—	5·50	—	—	753 79	753 79	—	—	10	—	—	137 5	—	—	5
Kaitadi to Kokkavil ...	—	—	44	—	44	—	—	16,990 36	16,990 36	—	—	12	—	—	386 14	—	—	75
Point Pedro to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,660 31	1,660 31	—	—	12	—	—	194 11	—	—	25
Puttur to Kodikamam ...	—	—	8·50	—	8·50	—	—	1,259 26	1,259 26	—	—	10	—	—	148 14	—	—	12
VAVUNIYA DISTRICT.																		
Central road to Mullaittivu (new trace) ...	—	10	—	—	10	—	1,245 4	—	1,245 4	—	15	—	—	124 50	—	—	2	—
Kokkavil to Galkandamadu ...	—	—	44·25	—	44·25	—	—	17,890 36	17,890 36	—	—	12	—	—	423 44	—	—	16
Mullaittivu to Central road (old trace) ...	4·50	2·50	—	—	7	673 96	361 0	—	1,034 96	12	12	—	149 76	144 40	—	1	1	—
Vavuniya to Parayanalankulam ...	5·25	17	—	—	22·25	803 1	2,896 64	—	3,699 65	15	12	—	152 95	170 39	—	2	2	—
Vavuniya towards Horowapotana ...	—	6	—	—	6	—	719 89	—	719 89	—	12	—	—	119 98	—	—	1	—
MULLAITTIVU DISTRICT.																		
Central road to Mullaittivu (new trace) ...	—	9·50	11	—	20·50	—	1,223 22	3,352 0	4,575 22	—	15	12	—	128 76	304 72	—	5	5
Mullaittivu to Central road (old trace) ...	20	—	—	—	·20	981 83	—	—	981 83	2	—	—	49 9	—	—	2	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
MANNAR DISTRICT.																		
Coast road to Colombo ...	75·50	2	—	—	77·50	3,627 14	210 0	—	3,837 14	20	20	—	48 4	105 0	—	2	2	—
Mannar causeway ...	—	—	2·50	—	2·50	—	—	1,399 95	1,399 95	—	—	12	—	—	559 98	—	—	15
Yakkawewa to Pesalai ...	11	31·25	10·50	—	52·75	1,082 48	7,937 52	5,371 56	14,391 56	60	15	12	98 40	254 0	512 14	15	15	15
	126·25	78·25	313	—	517·50	7,840 28	14,593 31	78,279 59	100,713 18	—	—	—	62 0	186 0	250 0	—	—	—
SOUTHERN PROVINCE.																		
GALLE DISTRICT.																		
Bentota-Goyapana ...	—	—	43·75	—	43·75	—	—	28,064 79	28,064 79	—	—	10·13	—	—	642 16	—	—	63
Dodanduwa-Baddegama ...	—	—	6·50	—	6·50	—	—	3,653 98	3,653 98	—	—	9	—	—	562 15	—	—	59
Galle-Udugama ...	—	—	22·75	—	22·75	—	—	10,460 57	10,460 57	—	—	8·10	—	—	450 98	—	—	62
Galle-Akuressa ...	—	—	21	—	21	—	—	12,752 67	12,752 67	—	—	8·10	—	—	607 27	—	—	39
Hikkaduwa-Gonapinuwela ...	—	—	2·70	—	2·70	—	—	1,951 23	1,951 23	—	—	8	—	—	722 67	—	—	214
Kahawe-Batapola ...	—	4·25	1	—	5·25	1,421 50	355 4	1,776 54	—	4	8	—	344 47	355 4	—	17	69	
Roads within the Municipality of Galle ...	—	—	4·75	—	4·75	—	—	6,425 95	6,425 95	—	—	14	—	—	1,352 83	—	—	77
Railway approach roads ...	—	—	·35	—	·35	—	—	315 18	315 18	—	—	9	—	—	900 0	—	—	135
MATARA DISTRICT.																		
Akuressa-Wiharahena ...	—	—	33	—	33	—	—	18,575 53	18,575 53	—	—	10	—	—	562 89	—	—	48
Dikwella-Beliatta ...	—	—	8	—	8	—	—	2,458 19	2,458 19	—	—	3	—	—	307 27	—	—	18
Goyapana-Tangalla ...	—	—	36	—	36	—	—	20,744 62	20,744 62	—	—	10	—	—	562 89	—	—	48
Hakmana-Tangalla ...	—	7	5	—	12	1,147 68	2,089 33	3,237 1	—	4	4	—	163 96	417 87	—	40	30	
Matara-Hakmana ...	—	—	15	—	15	—	4,474 24	4,474 24	—	—	4	—	—	298 28	—	—	60	
Matara new entrance road ...	—	—	1·25	—	1·25	—	—	499 41	499 41	—	—	8	—	—	399 52	—	—	48
Railway approach roads ...	—	—	1·40	—	1·40	—	—	401 45	401 45	—	—	11	—	—	286 75	—	—	69
Deniyaya-Aningkanda ...	—	—	5	—	5	—	—	2,514 99	2,514 99	—	—	6	—	—	502 99	—	—	29
Aningkanda-Hayes ...	—	—	5·50	—	5·50	—	—	1,546 99	1,546 99	—	—	—	—	—	281 27	—	—	6

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per mile.			Traffic; Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
HAMBANTOTA DISTRICT.																		
Hambantota-Tanamalwila road ...	—	3	25·50	—	28·50	—	1,689 42	15,560 70	17,250 12	—	20	12	—	563 14	610 22	—	—	72
Weligatta-Bundala	—	5·50	—	—	5·50	—	795 35	—	795 35	—	20	—	—	144 60	—	—	—	12
Lewaya road	—	—	2	—	2	—	—	797 58	797 58	—	—	12	—	—	398 79	—	—	104
Tangalla-Hambantota road (138th mile) to Liyangahatota	—	11	—	—	11	—	1,647 81	—	1,647 81	—	15	—	—	149 80	—	—	—	2
Wirawila-Kirinda road *viâ* Tissamaharama...	—	6·25	5	—	11·25	—	1,190 56	1,791 32	2,981 88	—	15	10	—	190 49	358 26	—	—	34
Tangalla-Hambantota	—	—	26	—	26	—	—	19,305 60	19,305 60	—	—	12	—	—	742 52	—	—	98
Total ...	—	37	271·45	—	308·45	—	7,892 32	154,739 36	162,631 68	—	—	—	—	213 0	570 0	—	—	—
EASTERN PROVINCE.																		
BATTICALOA DISTRICT.																		
Coast road, North Batticaloa District ...	—	26½	20½	—	47	—	8,000 61	11,718 4	19,718 65	—	12	12	—	301 90	571 61	—	48	48
Kalkuda road	—	—	3½	—	3½	—	—	2,632 45	2,632 45	—	—	9	—	—	752 12	—	—	10
Maduru-oya to Eravur	—	—	44½	—	44½	—	—	27,365 53	27,365 53	—	—	14	—	—	618 43	—	—	87
Pankadaveli road	—	1½	—	—	1½	—	130 63	—	130 63	—	10	—	—	87 8	—	—	—	—
Road from the resthouse to the Bar, Batticaloa	—	3	—	—	3	—	1,266 88	—	1,266 88	—	10	—	—	422 29	—	—	29	—
KALMUNAI DISTRICT.																		
Akkaraipattu-Sakamam road ...	—	5½	6	—	11½	—	677 93	1,329 69	2,007 62	—	8	14	—	123 26	221 61	—	22	22
Arasadi to Malkompuddi	—	3¼	—	—	3¼	—	737 87	—	737 87	—	10	—	—	227 3	—	—	70	—
Akkaraipattu-Irakkamam road ...	—	1	—	—	1	—	189 18	—	189 18	—	10	—	—	189 18	—	—	1	—
Coast road, south	32	18	48	—	98	259 60	2,871 58	14,423 29	17,554 47	20	12	14	8 11	159 53	300 48	—	137	137
Karativu to Sammanturai and Irakkamam ...	—	4	9	—	13	—	588 1	1,799 34	2,387 35	—	8	14	—	147 0	199 92	—	91	91
Kalmunai-Chadiyantalawa road ...	—	5½	2	—	7½	—	757 82	689 64	1,447 46	—	10	14	—	135 96	344 82	—	112	112
Pottuvil-Mupane road	7	8½	—	—	15½	50 0	1,882 9	—	1,932 9	30	10	—	7 14	221 30	—	9	9	—
TRINCOMALEE DISTRICT.																		
Coast road, Trincomalee District ...	66¾	20⅜	3	—	90·12	972 64	6,923 70	1,289 84	9,186 18	16	10	6·06	14 57	339 81	429 94	17	17	17
Gravets of Trincomalee ...	—	5·40	—	—	5·40	—	1,039 79	—	1,039 79	—	16	—	—	192 55	—	—	—	—
Road from the salt store at Nilaveli to the high road	—	—	·61	—	·61	—	—	154 72	154 72	—	—	6	—	—	253 63	—	—	—
Trincomalee to Kituluttu ...	—	—	29	—	29	—	—	9,988 31	9,988 31	—	—	8	—	—	344 42	—	—	24
Trincomalee towards Anuradhapura ...	—	22·50	—	—	22·50	—	4,935 12	—	4,935 12	—	16	—	—	219 33	—	—	13	—
Total ...	105·75	125·02	165·86	—	396·63	1,282 24	30,001 21	71,390 85	102,674 30	—	—	—	12 0	240 0	430 0	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.					Width of Track in Feet.				Average Cost per Mile.				Traffic Average Number of Carts per Diem over portions.			
	Natural.	Gravelled.	Metalled.		Total.	Natural.	Gravelled.	Metalled.		Total.	Natural.	Gravelled.	Metalled.		Natural.	Gravelled.	Metalled.		Natural.	Gravelled.	Metalled.	
			Full.	Track.				Full.	Track.				Full.	Track.			Full.	Track.			Full.	Track.
NORTH-WESTERN PROVINCE.						Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				
KURUNEGALA DISTRICT.																						
Getawana Circular road ...	—	—	1·25	—	1·25	—	—	565 9	—	565 9	—	—	12	—	—	—	452 9	—	—	—	35	—
Kurunegala to Nikaweratiya ...	—	—	25	—	25	—	—	10,999 31	—	10,999 31	—	—	14	—	—	—	439 97	—	—	—	125	—
Kurunegala to Beligamuwa ...	—	5	17	—	22	—	1,476 52	5,020 17	—	6,496 69	—	13	13	—	—	196 80	317 15	—	—	100	100	—
Kurunegala to Galagedara ...	—	—	13·50	—	13·50	—	—	5,927 78	—	5,927 78	—	—	13	—	—	—	439 9	—	—	—	150	—
Padeniya to Siyambalagama ...	—	33·50	—	—	33·50	—	6,835 77	—	—	6,835 77	—	10	—	—	—	204 5	—	—	—	60	60	—
Polgahawela to Kurunegala ...	—	—	12	—	12	—	—	3,853 24	—	3,853 24	—	—	12	—	—	—	321 10	—	—	—	75	—
Railway approach roads and Edinburgh street, Kurunegala ...	—	—	·63	—	·63	—	—	503 68	—	503 68	—	—	14	—	—	—	805 89	—	—	—	80	—
Approach road to public buildings...	—	·50	—	—	·50	—	161 15	—	—	161 15	—	10	—	—	—	322 30	—	—	—	15	—	—
Kurunegala-Polgahawela road to Lowlands estate ...	—	—	1·17	—	1·17	—	—	657 86	—	657 86	—	—	12	—	—	—	562 27	—	—	—	10	—
DANDUGAMA DISTRICT.																						
Dankotuwa-Giriulla road ...	—	—	—	18	18	—	—	—	8,216 22	8,216 22	—	—	—	2½	—	—	—	456 45	—	—	—	·64
Kurunegala to Giriulla road ...	—	—	—	22	22	—	—	—	6,467 89	6,467 89	—	—	—	2½	—	—	—	294 0	—	—	—	42
Maharagama to Polgahawela ...	—	—	—	14·25	14·25	—	—	—	3,866 70	3,866 70	—	—	—	2½	—	—	—	271 35	—	—	—	19
Naranmulla to Dummalasuriya ...	—	—	—	22·25	22·25	—	—	—	6,353 17	6,353 17	—	—	—	2½	—	—	—	285 53	—	—	—	45
Kompaspara	—	2	—	—	2	—	301 77	—	—	301 77	—	8	—	—	—	150 88	—	—	—	3	—	—
PUTTALAM DISTRICT.																						
Akkaraipattu road ...	—	24·38	·62	—	25	—	7,163 40	175 ·0	—	7,338 40	—	10	9	—	—	293 88	280 0	—	—	20	25	—
Main road to Kiriankali bridge ...	—	·83	—	—	·83	—	189 3	—	—	189 3	—	10	—	—	—	227 74	—	—	—	5	—	—
Nikaweratiya to Puttalam ...	—	—	29	—	29	—	—	13,778 15	—	13,778 15	—	—	11	—	—	—	471 11	—	—	—	50	—
Puttalam to Kala-oya ...	—	—	23·50	—	23·50	—	—	9,970 46	—	9,970 46	—	—	10	—	—	—	424 27	—	—	—	30	—
Puttalam to Battulu-oya ...	—	10·50	6	4	20·50	—	2,129 53	3,175 ·50	2,117 0	7,422 3	—	12	11	1½	—	202 81	529 25	529 25	—	25	30	25
Puttalam to Madurugama ...	30	9	2	—	41	1,041 89	1,744 0	—	—	2,785 89	12	10	10	—	34 73	193 78	—	—	3	8	6	—
Roads to salt stores and town roads, Puttalam ...	—	—	10·50	—	10·50	—	—	4,725 30	—	4,725 30	—	—	9	—	—	—	450 3	—	—	—	65	—
Service road at Palavi ...	—	4	—	—	4	—	793 21	—	—	793 21	—	10	—	—	—	198 30	—	—	—	64	—	—
CHILAW DISTRICT.																						
Bo-tree road	—	—	—	1·25	1·25	—	—	—	396 44	396 44	—	—	—	2½	—	—	—	317 15	—	—	—	21
Chilaw-Wariyapola road ...	—	16	—	16	32	—	2,089 77	—	4,974 85	7,064 62	—	10	—	2½	—	130 61	—	310 92	—	5	—	5
Madampe to Dummalasuriya ...	—	—	—	6	6	—	—	—	1,753 78	1,753 78	—	—	—	2½	—	—	—	292 29	—	—	—	79
Natandiya to Marawila ...	—	—	—	3	3	—	—	—	931 81	931 81	—	—	—	2½	—	—	—	310 60	—	—	—	44
Pilakatumulla road ...	—	2	—	—	2	—	237 83	—	—	237 83	—	10	—	—	—	118 91	—	—	—	11	—	—
Toppu to Battulu-oya ...	—	3	—	32	35	—	443 1	—	16,846 44	17,289 45	—	10	—	2½	—	147 67	—	526 45	—	3	—	38
Total ...	30	110·71	142·17	138·75	421·63	1,041 89	23,564 99	59,351 54	51,924 30	135,882 72	—	—	—	—	35 0	213 0	417 0	374 22	—	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.					Width of Track in Feet.				Average Cost per Mile.				Traffic Average Number of Carts per Diem over portions.			
	Natural.	Gravelled.	Metalled	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Track Metalled.	Natural.	Gravelled.	Metalled.	Track Metalled.	Natural.	Gravelled.	Metalled.	Track Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				
NORTH-CENTRAL PROVINCE.																						
Anuradhapura District.																						
Gal-oya to Galgodahena	—	—	—	26·25	26·25	—	—	—	8273 60	8,273 60	—	—	—	2′ 6″	—	—	—	315 18	—	—	—	23
Anuradhapura to Siyambalagama ...	—	9·37	9·63	—	19	—	1,945 58	3,149 84	—	5,095 42	—	9	9	—	—	207 63	327 18	—	—	11	11	—
Galkulam through Anuradhapura to Rambewa	—	1·50	16·50	—	18	—	209 77	6,205 10	—	6,414 87	—	10	10	—	—	139 84	376 6	—	—	21	21	—
Approach roads to public buildings ...	—	·47	·43	—	·90	—	64 91	167 31	—	232 22	—	9	9	—	—	138 10	389 9	—	—	—	—	—
Inner Circular road, Anuradhapura ...	—	1·20	·50	—	1·70	—	183 97	143 4	—	327 1	—	9	9	—	—	153 30	286 8	—	—	—	—	—
Outer Circular road, Anuradhapura ...	—	6·25	—	—	6·25	—	599 58	—	—	599 58	—	9	—	—	—	95 93	—	—	—	—	—	—
Mihintale District.																						
Galkulam through Mihintale to Rambewa ...	—	5·20	6·67	—	11·87	—	300 0	2,708 11	—	3,008 11	—	12	2	—	—	57 69	406 1	—	—	1	1	—
Horawapotana towards Vavuniya (50th to 88th mile)	—	22·60	—	—	22·60	—	2,829 25	—	—	2,829 25	—	12	—	—	—	125 63	—	—	—	—	—	—
Kala-oya to Galgodahena road ...	—	12·44	25·81	—	38·25	—	400 0	10,740 0	—	11140 0	—	12	2	—	—	32 15	431 61	—	—	2	2	—
Madawachchiya to Yakawewa (88th to 105th mile)	—	7·32	—	—	7·32	—	1,632 58	—	—	1,632 58	—	12	—	—	—	223 3	—	—	—	1	—	—
Mirisgoni-oya to Galkandamadu ...	—	—	17	—	17	—	—	4,459 81	—	4,459 81	—	—	9	—	—	—	262 34	—	—	—	6	—
Maradankadawala District.																						
Habarana-Topawe road	2	21	—	—	23	—	2,473 30	—	—	2,473 30	—	16	—	—	—	117 78	—	—	2	2	—	—
Migaswewa-Kituluttu	—	—	18	9½	27½	—	—	3,156 35	2010 65	5,167 0	—	—	10	2′	—	—	175 35	211 58	—	—	12	12
Mirisgoni-oya to Galkandamadu (46½ to 76th mile)	—	—	29½	—	29½	—	—	13,362 94	—	13362 94	—	—	10	—	—	—	452 98	—	—	—	20	—
Mirisgoni-oya to Migaswewa ...	—	—	10·22	—	10·22	—	—	3,641 73	—	3,641 73	—	—	10	—	—	—	356 33	—	—	—	7	—
Kalawewa to Galawate	—	11·70	—	—	11·70	—	930 26	—	—	930 26	—	16	—	—	—	79 51	—	—	—	50	—	—
Kekirawa to Kalawewa	—	9	—	—	9	—	1,266 47	—	—	1,266 47	—	16	—	—	—	140 71	—	—	—	2	—	—
Total ...	2	108·05	134·26	35·75	280·06	—	12,835 67	47,734 23	10284 25	70854 15	—	—	—	—	—	118 0	356 0	288 0	—	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.				Width of Track in Feet.			Average Cost per Mile.			Traffic Average Number of Carts per Diem over portions.		
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Total.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.	Natural.	Gravelled.	Metalled.
PROVINCE OF UVA.						Rs. c.	Rs. c.	Rs. c.	Rs. c.				Rs. c.	Rs. c.	Rs. c.			
Badulla to Taldena	—	5	5	—	10	—	1,365 0	2,630 17	3,995 17	—	9	9	—	273 0	526 3	—	8	8
Badulla to boundary, Eastern Province ...	—	—	49·50	—	49·50	—	—	34,999 60	34,999 60	—	—	12	—	—	707 6	—	—	38
Badulla to Halpe (Badulla-Haputale section)	—	—	25·75	—	25·75	—	—	24,001 85	24,001 85	—	—	12	—	—	932 11	—	—	80
Badulla to Halpe (Haputale-Halpe section)	—	—	12·75	—	12·75	—	—	11,238 4	11,238 4	—	—	12	—	—	881 41	—	—	23
Ella to Wellawaya	17	—	—	—	17	849 67	—	—	849 67	6	—	—	49 98	—	—	—	—	—
Bibile-Medagama road	5	5	—	—	10	606 37	1,593 61	—	2,199 98	10	12	—	121 27	318 72	—	—	2	—
Bibile-Alutnuwara road	—	11	—	—	11	—	3,299 53	—	3,299 53	—	12	—	—	299 75	—	—	5	—
Batgoda deviation	—	·75	—	—	·75	—	249 20	—	249 20	—	8	—	—	332 26	—	—	—	—
Dikwella to Madulla	10·75	—	5·25	—	16	1,100 0	—	3,150 52	4,250 52	6	—	9	102 32	—	600 9	—	—	15
Dikwella to Hakgala	—	—	20·25	—	20·25	—	—	6,525 26	6,525 26	—	—	12	—	322 23	—	—	—	7
Haldummulla-Wellawaya road ...	—	—	22·50	—	22·50	—	—	17,872 94	17,872 94	—	—	10	—	—	794 35	—	—	23
Horton Plains road	12	—	—	—	12	1,124 62	—	—	1,124 62	6	—	—	93 71	—	—	—	—	—
Haputale-Nanu-oya bridle road ...	10	—	—	—	10	500 0	—	—	500 0	5	—	—	50 0	—	—	—	—	—
Kumbalwela to Passara	—	—	19·25	—	19·25	—	—	12,716 62	12,716 62	—	—	9	—	—	660 60	—	—	1
Lower Badulla road	15	—	—	—	15	749 28	—	—	749 28	6	—	—	49 95	—	—	—	—	—
Naula-Spring Valley road	—	—	7·60	—	7·60	—	—	5,289 52	5,289 52	—	—	9	—	—	695 98	—	—	11
Ohiya-Horton Plains road	2	—	2·25	—	4·25	160 0	—	839 0	999 0	5	—	8	80 0	—	372 88	—	—	1
Passara-Madulsima road	—	—	11·25	—	11·25	—	—	6,399 92	6,399 92	—	—	10	—	—	568 88	—	—	13
Railway station road	—	—	·37	—	·37	—	—	349 98	349 98	—	—	10	—	—	945 89	—	—	—
Umaoya-Uda Pussellawa road ...	9	—	—	—	9	559 99	—	—	559 99	6	—	—	62 22	—	—	—	—	—
Wellawaya to Tanamalwila road ...	—	—	21·50	—	21·50	—	—	11,530 36	11,530 36	—	—	9	—	—	536 29	—	—	24
Road from Wellawaya to Moragala towards Pottuvil	20·25	4	22	—	46·25	1,518 75	2,614 59	8,852 66	12,986 0	16	9	9	77 96	653 64	402 39	—	—	15
Approach roads to public buildings ...	—	1·55	—	—	1·55	—	499 70	—	499 70	—	10	—	—	322 38	—	—	—	—
Koslande bazaar, Poonagala factory road ...	—	2·75	—	—	2·75	—	573 48	—	573 48	—	8	—	—	208 53	—	—	3	—
Road from Veralapatana to Forest Hill ...	—	—	4·25	—	4·25	—	—	1,598 15	1,598 15	—	—	10	—	—	376 3	—	—	3
Forest Hill to Dunedin factory ...	—	—	3·25	—	3·25	—	—	699 55	699 55	—	—	10	—	—	215 24	—	—	3
Total ...	101	30·05	232·72	—	363·77	7,168 68	10,195 11	148,694 14	166,057 93	—	—	—	71 0	339 0	638 0	—	—	—
PROVINCE OF SABARAGAMUWA																		
RATNAPURA DISTRICT.																		
Avisawella-Ratnapura road from Pussella to Ratnapura	—	—	11·50	—	11·50	—	—	7,899 98	7,899 98	—	—	10	—	—	686 93	—	—	33
Bulutota-Eraporuwa road ...	6	—	—	—	6	596 31	—	—	596 31	6	—	—	99 38	—	—	—	—	—

Return of Roads—*continued.*

Name of Road.	Length in Miles.					Cost of Maintenance during 1899.					Width of Track in Feet.				Average Cost per Mile.				Traffic Acreage Number of Carts per Diem over portions.			
	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled.	Metalled.	Track Metalled.	Total.	Natural.	Gravelled	Metalled.	Track Metalled.	Natural.	Gravelled.	Metalled.	Track Metalled	Natural.	Gravelled.	Metalled.	Track Metalled.
						Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.					Rs. c.	Rs. c.	Rs. c.	Rs. c.				
RATNAPURA DISTRICT (*contd.*).																						
Eratna-Kuruwita road	8	—	—	—	8	381 49	—	—	—	381 49	6	—	—	—	47 68	—	—	—	—	—	—	—
Morawaka-Rakwana road	11	—	—	—	11	1499 65	—	—	—	1,499 65	6	—	—	—	136 33	—	—	—	—	—	—	—
Madampe towards Hambantota ..	—	—	19·25	—	19·25	—	—	5,172 88	—	5,172 88	—	—	9	—	—	—	268 72	—	—	—	7	—
Nambapana road	—	—	19·75	—	19·75	—	—	5,344 25	—	5,344 25	—	—	9	—	—	—	270 59	—	—	—	7	—
Pelmadulla to Gilgarron	—	—	29	—	29	—	—	14,596 40	—	14,596 40	—	—	9½	—	—	—	503 32	—	—	—	20	—
Ratnapura to Halpe	—	—	45	—	45	—	—	31,877 5	—	31,877 5	—	—	10	—	—	—	708 35	—	—	—	52	—
Riverside road, Ratnapura	—	—	1	—	1	—	—	744 66	—	744 66	—	—	10	—	—	—	744 66	—	—	—	100	—
Road to District Judge's quarters, Ratnapura	—	·28	—	—	·28	—	33 84	—	—	33 84	—	8	—	—	—	120 85	—	—	—	—	—	—
Roads in Government premises, Ratnapura	—	·65	—	—	·65	—	181 2	—	—	181 2	—	7	—	—	—	278 49	—	—	—	—	—	—
AVISAWELLA DISTRICT.																						
Avisawella-Ratnapura road from Avisawella to Pusella	—	—	14·50	—	14·50	—	—	8,678 75	—	8,678·75	—	—	12	—	—	—	598 53	—	—	—	34	—
Avisawella towards Ginigathena ...	—	—	26·50	—	26·50	—	—	17,714 66	—	17,714 66	—	—	12	—	—	—	668 47	—	—	—	38	—
Ferry approaches at Ruanwella and Karawanella	—	⅙	½	—	·50	—	—	354 88	—	354 88	—	8	12	—	—	—	709 76	—	—	—	—	—
Karawanella to Glenella	—	—	14·75	—	14·75	—	—	7,280 16	—	7,280 16	—	—	12	—	—	—	493 57	—	—	—	45	—
Ruanwella to boundary of Province ...	—	—	9	—	9	—	—	4,497 61	—	4,497 61	—	—	12	—	—	—	499 73	—	—	—	18	—
Sitawaka to ferry approach ...	—	—	¼	—	·25	—	—	96 11	—	96 11	—	—	—	—	—	—	384 44	—	—	—	—	—
Dehiowita to Algoda ferry	—	—	1	—	1	—	—	443 67	—	443 67	—	—	12	—	—	—	443 67	—	—	—	5	—
Glenella-Havilland road	—	—	2	—	2	—	—	510 73	—	510 73	—	—	12	—	—	—	255 36	—	—	—	—	—
Road from Parakaduwa bazaar to Hemingford estate	—	—	1·88	—	1·88	—	—	847 52	—	847 52	—	—	12	—	—	—	450 80	—	—	—	3	—
Yatiyantota to Polatagama... ...	—	—	3	—	3	—	—	1,305 66	—	1,305 66	—	—	12	—	—	—	435 22	—	—	—	12	—
KEGALLA DISTRICT.																						
Kinadeniya road	—	—	3·25	—	3·25	—	—	830 40	—	830 40	—	—	8	—	—	—	255 50	—	—	—	20	—
Ambepussa to Alawwa	—	—	—	5	5	—	—	—	490 65	490 65	—	—	—	—	—	—	—	98 13	—	—	—	5
Dolosbage to Rambukkana	—	—	19·50	—	19·50	—	—	6,222 79	—	6,222 79	—	—	8–10	—	—	—	319 60	—	—	—	30	—
Kandy road, 34 milepost to Kadugannawa ...	—	—	28	—	28	—	—	9,281 15	—	9,281 15	—	—	8–10	—	—	—	332 0	—	—	—	50	—
Kegalla to Polgahawela	—	—	7·25	—	7·25	—	—	2,195 86	—	2,195 86	—	—	8	—	—	—	303 0	—	—	—	60	—
Kegalla to Bulatkohopitiya ...	—	—	16·25	—	16·25	—	—	8,207 0	—	8,207 0	—	—	8	—	—	—	505 0	—	—	—	25	—
Roads in Government premises, Kegalla ...	—	1·50	—	—	1·50	—	146 18	—	—	146 18	—	8	—	—	—	97 0	—	—	—	—	—	—
Gevilipitiya-Halgampola road ...	—	—	1·34	—	1·34	—	—	735 77	—	735 77	—	—	8	—	—	—	549 0	—	—	—	5	—
Total ...	25	2·59	274·31	5	306·90	2477 45	361 4	134837 94	490 65	138167 8	—	—	—	—	99 0	139 0	491 0	98 0	—	—	—	—

No. 8.—Strength of the Pioneer Force.

Year.	Non-Commissioned Officers.			Artificers.			Pioneers.		Boys.			Total.
				Class.			Class.		Class.			
	Sergeant Majors.	Sergeants.	Corporals.	1st.	2nd.	3rd.	1st.	2nd.	1st.	2nd.	3rd.	
1885	5	8	7	36	63	194	110	28	13	10	—	474
1890	5	7	9	24	58	140	94	27	19	11	2	396
1895	2	5	6	19	28	69	58	15	15	11	5	233
1899	2	6	4	13	21	55	29	13	6	1	—	150

APPENDIX II.

INFORMATION REQUIRED OF PROVINCIAL ENGINEERS.

1. How many District Engineers, Inspectors, and Head Overseers are employed under your direction? What are the general duties and the extent of charge, such as length of roads, number of buildings, approximate annual expenditure on extraordinary works, of each of the District Engineers?

2. What is the system adopted by you for the maintenance of roads and other public works in your charge, and state what classes of work are usually performed on check roll, under agreement, and under contract?

3. What check is adopted to prevent coolies who have never worked being entered on the check-rolls?

4. What supervision is there over the men employed on public works, annually recurrent and extraordinary?

5. What are the regular working hours?

6. Are you of opinion that the present system can be improved, and, if so, in what manner?

REPLIES.

1.—WESTERN PROVINCE.

1.—Five District Engineers, one inspector, and one head overseer.

Assistant Engineer and inspector in charge of buildings in the Colombo city. Their duties consist in the preparation of plans and estimates for new works, additions and improvements to existing buildings, and repairs to same. When estimates are sanctioned, to put the work in hand, supervise, and see them completed either departmentally or on contract.

Number of buildings in charge, 94.
Approximate annual expenditure on extraordinary works, Rs. 149,791·91.

District Engineer, Colombo, in charge of roads, canals, bridges, irrigation works, and Dehiwala flood outlet. His duties consist in the preparation of plans and estimates for new roads, new bridges, improvements to roads, maintenance of roads, bridges, and canals, repairs to buildings, irrigation works, and flood outlets. When estimates are sanctioned, to put the work in hand, supervise, and see them completed. The head overseer is in charge of Dehiwala flood outlet, receiving orders from the District Engineer, Colombo.

Length of roads, 116·22 miles.
Length of canals, 17·25 miles.
Number of buildings in charge, 6.
Approximate annual expenditure on extraordinary works, Rs. 63,499·54.

District Engineer, Kalutara, in charge of roads, canals, irrigation works, and Government buildings. His duties consist in the preparation of plans and estimates for new buildings, new roads, new bridges, improvements to Government buildings, roads, maintenance of roads, canals, irrigation works, and repairs to buildings. When estimates are sanctioned, to put the work in hand, supervise, and see them completed.

Length of roads, 116·46 miles.
Length of canals, 8·82 miles.
Number of buildings in charge, 20.
Approximate annual expenditure on extraordinary works, Rs. 31,331·53.

District Engineer, Negombo. Same duties as those performed by the District Engineer, Kalutara.

Length of roads, 126·27 miles.
Length of canals, 24·20 miles.
Number of buildings in charge, 15.
Approximate annual expenditure on extraordinary works, Rs. 119,947·99.

District Engineer, Ragama, in charge of the Ragama camp (plague). His duties consist in the preparation of plans and estimates for new sheds, improvements to sheds, and repairs to sheds, &c.

2.—The system of road maintenance adhered to is the procuring of metal or gravel and lay and consolidate the same; the bridges are repaired when necessary; the drainage of the roads is attended to twice a year as well as the clearing of jungle. The cooly lines are repaired and maintained in order.

Other public works are taken in hand as soon as sanctioned, and carried out according to plans and specifications of the estimates. Large works are generally given on contract if tendered for. All other works are carried out departmentally on check-rolls or given on agreements to suit all circumstances.

3.—The District Engineers (or officers in charge of works) visiting the working parties, check the number of men at work, and initial the check-roll and distribution-rolls. This is the only check possible to account for number of men working.

4.—Overseers are employed in direct charge and supervision of the men employed on check-rolls on Public Works Annually Recurrent as well as Extraordinary.

5.—The regular working hours vary slightly, according to the distance of work from the cooly lines. 7 A.M. to 12 A.M. and 2 P.M. to 6 P.M. are generally the working hours. Some labourers prefer to work straight through the day, leaving off work at 4 or 4.30 P.M. The cooly work is generally taskwork.

6.—I do not think the present system can be improved. The labour question is, in my opinion, getting very serious. The labourers, especially the stone breakers, &c., are getting scarce and more expensive, and will in many places force the Public Works Department to get metal for roads broken by machinery instead of by manual labour.

H. A. G. GRANT,
Provincial Engineer, W. P.

2.—CENTRAL PROVINCE.

1.—At the present moment there are eight District Engineers, one inspector, and four head overseers employed in the Public Works Department in the Central Province. There are seven districts in the Central Province, and each District Engineer has to supervise the construction, improvement, and maintenance of all public roads, public buildings, irrigation works, and miscellaneous services in his district. He has to inspect the public roads and public buildings as frequently as possible each month, to measure up works before payment, to pay the workmen, to carry out surveys, levels, frame estimates, plans, and reports, to render returns and accounts to the Provincial Engineer's office, and exercise a general and immediate supervision of his office and stores. I annex a statement of the returns to be rendered by each District Engineer to this office :—

Statement of Returns rendered by the District Engineers to the Provincial Engineer, Central Province.

Weekly.

1. Survey reports, if any works are in progress.

Monthly.

2. Diary.
3. List of Agreements.
4. Statement of Expenditure on account of Plague Precautions.
5. Money Requisitions.
6. Preliminary Progress Report.
7. Report on the Progress of certain Extraordinary Votes.
8. Account of Timber supplied by the Forest Department.
9. Absent Officers' Return.
10. Statement of Expenditure on Vote for Repairs to Government Buildings and Works, exclusive of Police and Hospital Buildings.
11. Statement of Expenditure on Vote for Repairs to Police Stations.
12. Statement of Expenditure on Vote for Repairs to Medical Aid Hospitals.
13. Statement of Expenditure on Vote for Repairs to Government Hospitals and Dispensaries.
14. Statement of Expenditure on Government Houses.
15. List of Letters.
16. Labour Return.
17. Road Ordinance Labour Return.
18. Rainfall Return.

		Average per Mensem.		Average per Mensem.
19.	Maintenance Progress Reports on all Road Upkeep Estimates (in duplicate)	Kandy ... 9 Katugastota ... 17 Matale ... 7 Pussellawa ... 8	Nuwara Eliya ... 9 Dimbula ... 12 Dikoya ... 15	
20.	Departmental Progress Reports on all other Estimates (in duplicate)	Kandy ... 13 Katugastota ... 6 Matale ... 10 Pussellawa ... 7	Nuwara Eliya ... 11 Dimbula ... 6 Dikoya ... 5	

Quarterly.

21. List of Balances on Estimates.
22. Irrigation Return.
23. Traffic Return.
24. Return of Shade Trees.
25. Return of Completion Reports.
26. Return of Telegrams.
27. Account of Service Postage Stamps.
28. Return of Old Materials.

Half-Yearly.

29. Statement of Expenditure on General Service.
30. Statement of Expenditure on Vote for Repairs to Government Buildings and Works, exclusive of Police and Hospital Buildings.
31. Statement of Expenditure on Vote for Repairs to Police Stations.
32. Statement of Expenditure on Vote for Repairs to Medical Aid Hospitals.
33. Statement of Expenditure on Vote for Repairs to Government Hospitals and Dispensaries.
34. Return of Overseers.
35. Return of Furniture.
36. Return of Instruments.
37. Return of Surplus Stores.
38. Tool Return.
39. Return of Transport.

40.	Detail Reports on each Building (in triplicate)	Kandy ... 37 Katugastota ... 20 Matale ... 20 Pussellawa ... 15	Nuwara Eliya ... 21 Dimbula ... 13 Dikoya ... 15	

41. Postal Certificate.

Yearly.

42. Rent Return.
43. Report on Contractors.
44. Return of Officers attaining Sixty Years.
45. Confidential Reports on Clerks.
46. Expenditure Statements in connection with Annual Report.
47. Statement of Works undertaken during the Year.
48. Report on Roads.
49. Report on Bridges.
50. Abstract of Travelling.

The following statement represents the number of sanctioned estimates and documents connected with the cash accounts per mensem each District Engineer has to deal with :—

District.	Number of Sanctioned Estimates. 1899.	Number of Sanctioned Estimates. Portion of 1900.	Average number of Documents, Schedules, and Cash Accounts per Mensem. 1899.	Average number of Documents, Schedules, and Cash Accounts per Mensem. 1900. (Jan. and Feb.)
District Engineer, Kandy	64	40	191	163
Do. Katugastota	40	27	110	109
Do. Matale	50	36	153	106
Do. Pussellawa	24	17	95	79
Do. Nuwara Eliya	43	46	123	110
Do. Dimbula	27	19	145	117
Do. Dikoya	30	26	86	110
Total	278	211	903	794

The statement below shows each District Engineer's charge as regards public roads and public buildings in the Central Province :—

District.	Public Roads. Miles.	No. of Buildings.
District Engineer, Kandy	100·34	37
Do. Katugastota	139·32	20
Do. Matale	116·98	20
Do. Pussellawa	58·75	15
Do. Nuwara Eliya	79·89	21
Do. Dimbula	76·93	13
Do. Dikoya	94·48*	15
Total	666·69	141

* Includes Annfield roads.

It should be noted that many public buildings, such as hospitals, jails, police barracks, the Queen's Pavilion, &c., include several buildings under one heading.

The District Engineers assist the Provincial Irrigation Board, Central Province, in terms of the Ceylon Irrigation Manual, 1899, page 5, rules 4 and 5.

The following District Engineers supervise the maintenance of irrigation works, viz. :—

	No.
District Engineer, Kandy	4
Do. Matale	11
Do. Nuwara Eliya	1
Total	16

The District Engineers also carry out works on behalf of the Local Boards, Board of Health, Provincial Road Committee, and District Road Committee, without fees.

The District Engineers are also called upon to serve on various boards of surveys connected with other Departments and the verification of moneys and stamps at the respective Kachcheries.

The approximate annual expenditure on the Public Works Extraordinary votes varies every year according to the Supply Estimates. The expenditure on this vote for 1898, 1899, and estimated expenditure for 1900 is as follows :—

District.	Expenditure, 1898. Rs. c.	Expenditure, 1899. Rs. c.	Estimated Expenditure, 1900. Rs. c.
District Engineer, Kandy	16,951 42	84,842 48	78,696 0
Do. Katugastota	18,470 74	24,847 70	7,186 0
Do. Matale	16,242 15	51,993 18	16,320 0
Do. Pussellawa	6,715 11	21,387 69	21,100 0
Do. Nuwara Eliya	17,891 39	65,631 93	110,761 0
Do. Dimbula	21,420 44	22,759 74	66,450 0
Do. Dikoya	11,472 29	20,846 21	80,726 0
Total	109,163 54	292,308 93	381,239 0

2.—In respect to the maintenance of public roads I follow the system introduced by Mr. R. K. MacBride, C.M.G., late Director of Public Works, namely, to break and pile on the roadside all the metal or gravel during the early part of the year, to clear the jungle as often as possible, to clear the side drains at least twice a year and surface drainage before spreading metal, to adjust culverts and bridges, to repair cooly lines, and when the rains set in to spread and consolidate metal to the best advantage. Care to be taken not to break and consolidate metal at the same time and place, and every advantage to be taken to lay down the metal during the rains and to put the public to the least possible inconvenience. A specimen form of an estimate is forwarded.* The District Engineer renders a metal return each month for each road, and the monthly expenditure is not to exceed one-twelfth of the estimate, unless special authority is allowed by the Provincial Engineer to exceed the limit. I transmit a specimen metal return for perusal.* If a District Engineer exercises

* Not printed.

ordinary care and attention, the system is the best. I do not think it can be improved. I believe if the jungle and vegetation is kept free at all times of the year, the drainage may be considerably improved. I am introducing a change in this respect, but it takes time to carry out any alterations or improvements.

The District Engineer directs every month the overseer in charge of each section of road or public building the quantity, rate, and value of work to be done during the month, and care is taken to confine as much as possible to one description of work, to exercise better supervision, and to facilitate the measurement and payment for value of work done. In regard to public buildings, each District Engineer is allotted a certain sum for the repairs to public buildings in his district, and he submits a general repair estimate, taking care that the expenditure on any one building does not exceed Rs. 500. The District Engineer submits a half-yearly return of public building for every building, in accordance with the Government Circular No. 111/90. Special repairs to a public building is provided for under a special estimate and included in the Supply Estimates for the year.

Agreements.—As a rule, works connected with breaking, transporting, piling, spreading, and consolidating metal or gravel on the roads are given out on agreements to parties not exceeding Rs. 500, and the Department supplies materials and tools. The expenditure under the heading of metal or gravel piled and metal spread and consolidated represents two-thirds of the amount of an estimate. Agreements are issued to parties, who carry out small jobs up to Rs. 500 in value, the Department supplying tools and materials. The description of the works carried out is usually minor repairs to public buildings, masonry, brick or stone, per cube, carpentry works, earthwork and Engineer rockwork per cube, jungle clearing and side drains per mile, &c.

Check-rolls are issued for supervision and non-effective charges for works when it is difficult to secure labour, or repairs when the work cannot be measured, such as certain repairs to public buildings, parapet walls, lines, &c. Every check-roll is supported by a distribution-roll. The District inserts on the check-roll full particulars of works to be done.

Contracts are advertised in the *Ceylon Government Gazette* for all works for the construction, improvements, or repairs to public roads and public buildings directly an estimate is sanctioned by Government. If a suitable and reliable party tenders at a reasonable sum and deposits a cash security, a contract is at once entered into with the party, but, failing this, application is made by the Provincial Engineer to the Director of Public Works for authority to carry out the work departmentally. As a rule, the so-called contractors have little or no capital, and are not available in outlying districts. Even in Kandy, Gampola, Dikoya, Pussellawa, &c., the men are not reliable, having no capital to command labour and to purchase materials. They are therefore unable to carry out a contract in a workmanlike and proper manner and within the specified date without assistance in the shape of advance, plant, and labour.

When a work is to be carried out departmentally the District Engineer issues the works on small agreements, or issues check-rolls and distribution-rolls with particulars of works to be done written on the check-roll. It is advisable to execute as much work on agreement as possible, provided it can be easily inspected and properly executed. The men prefer it, and if the overseer is an efficient man he is able to get the works carried out with despatch, and it is easier for the District Engineer to measure up and pay one party, provided the agreement is carefully drawn up. All agreements are submitted to the Provincial Engineer for approval as soon as the District Engineer has obtained the signature of the party to an agreement.

3.—The District Engineer issues check-rolls and distribution-rolls with full particulars of works, rates, and value to be done. The overseer renders the two rolls at the end of the month to the District Engineer. The distribution-rolls show the quantity, rate, and value of work done. The rates do not leave much margin for false entries in the rolls. The District Engineer inspects the check-roll when he visits the working parties, counts the coolies, and see that they tally with the total entered in the check-roll, and initials the roll with the number working on the date of inspection. The Provincial Engineer also does the same provided he is able to inspect the works during the work hours. The District Engineer certifies on each check-roll that he has inspected the working parties, and if he is unable to do so he states his reasons, which are passed by the Provincial Engineer if considered satisfactory. I am of opinion that if a District Engineer issues clear and distinct written instructions to the overseer on the back of his check-roll, visits the working parties, verifies the number of coolies at work, initials the check-roll, and measures the work before payment, it is not possible for an overseer to defraud the Government, unless he swindles the coolies; but, again, this is avoided if the District Engineer calls out at the pay table in the native language each man's name, number of days, and rate per diem, value of rice issued, and balance due. The average cooly now-a-days is perfectly able to look after himself. I hold that everything depends upon the District Engineer and the overseer. The Provincial Engineer is guided by the departmental progress reports. The check-rolls and vouchers represent the cash payments, the progress report the value and quantity of work done in support of the cash paid. If this departmental progress report is carefully examined by the Provincial Engineer on the working parties, and every rupee expended in check-roll or voucher supported by a progress return, I do not see how the accounts can be falsified.

4.—Maintenance, improvements, and construction works are, as a rule, in immediate charge of an overseer for a certain section of road or a public building, and he is instructed by the District Engineer every month to carry out certain works for a certain sum at fixed rates either by agreement or by check-roll. The overseer's business is to collect the labour and carry out the works. His pay depends upon the completion of the works ordered to be done each month. The coolies are, as a rule under cash advances to the overseer or the kangani, but if working on an agreement the coolies select their own working hours, but the overseer is not fully paid if the works are not completed in time. If the overseer works on a check-roll the coolies attend the works at 6 A.M. to 11 A.M., knock off to 1 P.M., and work up to 6 P.M. In some cases a party agrees to work on agreement under the direct orders of the District Engineer, and he makes his own arrangements as regards working hours and attendance, but he is bound to complete the job within a fixed date. The District Engineer visits the works in progress as often as possible, measures up the works before paying for the value of work done. As a general rule, every work is in charge of an overseer under the immediate supervision of the District Engineer.

5.—The working hours for coolies working on check-rolls are from 6 A.M. to 11 A.M. and 1 P.M. to 6 P.M., allowing a certain time for walking to and from the lines to the working parties when the works are isolated. When the works are on agreements the men generally turn out to work between 6.30 and 7 A.M., work to 5 P.M., taking a short rest in the middle of the day, but so long as they complete works within the stipulated period they select their own working hours. In Nuwara Eliya District the men turn out later, as it is impossible to get the men to work at 6 A.M., but the midday hours are reduced.

6.—I believe that if the class of overseers were improved by employing a better standard class of men at higher rates of pay, with a practical knowledge of road and building works, measuring up works, command of labour, &c., to be paid according to the following grades :—

1st Class Grade, Rs. 75 per mensem	3rd Class Grade, Rs. 50 per mensem
2nd Do. Rs. 60 do.	4th Do. Rs. 40 do.

to be provided with free permanent quarters, a bicycle, a cooly, and every overseer to hypothecate a bond binding himself to contribute 5 cents in every rupee to be deposited every month to a Savings Bank account until it reaches a sum of Rs. 1,000. This sum to be considered a cash security, and handed back to the overseer when he retires from the Public Service by age or ill-health. The sections of the overseer's charges to be increased according to the grade of the overseer.

Two shroffs with cash securities to be attached to this Province to make the monthly payments. The District Engineers to certify to the employment of the coolies and value of work done, and the shroff to certify to the payment of the coolies. I enclose a specimen form of certificate.* The number of the District Engineers for this Province to be reduced from seven to four. The District Engineers to be provided with furnished circuit bungalows. The clerks in the Provincial Engineer's and District Engineers' offices increased. The District Engineers' travelling allowances to be increased : cycling 25 cents per mile, horse allowance Rs. 50 per mensem, and subsistence allowance increased from Rs. 6 to Rs. 7·50 per diem.

Permanent cooly-lines to be built throughout the Province at distances not exceeding six to seven miles. The District Engineers to be allowed to advance cash not exceeding Rs. 200 to any one party to secure labour or materials, provided the District Engineer takes every precaution to advance money to respectable and reliable persons. The Road Ordinances (Nos. 10 of 1861, 31 of 1884, and 14 of 1886) to be re-cast and one Ordinance drafted and revised up to date.

Kandy, April 21, 1900.

L. CREASY,
Provincial Engineer, C. P.

4.—SOUTHERN PROVINCE.*

1.—In the Southern Province three District Engineers and one head overseer are employed. The duties of the District Engineers and the extent of their charges are as under :—

District Engineer, Galle : Maintenance of 106·55 miles of road, 80 public buildings, and 2 irrigation works.

Approximate annual expenditure on Public Works Extraordinary varied from Rs. 30,000 to Rs. 75,000 during last three years.

District Engineer, Matara : Maintenance of 118·15 miles of road, 20 public buildings, 12 irrigation works.

Approximate annual expenditure on Public Works Extraordinary varied from Rs. 7,000 to Rs. 85,000 during last three years.

District Engineer, Hambantota : Maintenance of 84·25 miles of road, 20 public buildings, 4 irrigation works.

Approximate annual expenditure on Public Works Extraordinary varied from Rs. 8,000 to Rs. 21,000 during last three years.

2.—For the maintenance of roads each road is divided into sections, each under the charge of an overseer, whose duty it is to supply the labour necessary for the carrying out of the works provided for on the estimate for the maintenance of the road, and to superintend the same and render an account at the end of each month of the amount of work done and its cost. On receiving the overseer's account it is the duty of the District Engineer to go carefully over every part of each road, measure up the work done, and take care that the cost of it does not exceed the amount allowed on the estimate for its execution.

The estimate provides for the performance of a certain quantity of work of each kind being done on the road during the year, and, as a rule, one-twelfth of this quantity has to be got through in each month. Thus a certain number of cubes of metal or gravel have to be provided during the year, a certain number of cubes laid and consolidated, a certain amount has to be expended in keeping open the side drains, clearing away the roadside jungle, and for keeping in good order the bridges and culverts : also for providing accommodation for the coolies employed on the works. A proportion not exceeding 10 per cent. of the expenditure is allowed for the pay of overseers and kanganies, and usually about a similar proportion is reserved to meet any unforeseen contingencies not specially provided for in the estimate.

The District Engineer has further to make a second round of his district on the receipt of his pay draft in order to pay for the work that has been done during the previous month. As he cannot do this until all the overseers' accounts have been received and examined and compared with the check-rolls and agreements, it is evident that his time is fully occupied between the end of the month and the date of commencing his payments. Drafts therefore should not be sent too early in the month, as the rule is that payments must commence at once on the receipt of the draft, and the early receipt of it constrains the District Engineer to hurry over what is really the most important work he has to do, namely, the checking of the work done. Government should encourage officers to perform this part of their duties thoroughly and deliberately, as the economical working of the Department depends entirely upon their doing so.

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* Not printed.

With regard to public buildings, it is the duty of the District Engineer to visit and inspect them as often as may be necessary and submit a report of their condition half-yearly. Should any repairs be necessary he reports the same to the Provincial Engineer, accompanying his report with an estimate of the cost of the work to be done. The Provincial Engineer, having satisfied himself that the work is necessary and the estimate reasonable, may sanction the estimate, provided the expenditure does not exceed Rs. 500 for any one building in the year, nor more than one-sixth of the vote is spent in any month.

Tenders for contracts are usually called for for large works coming under the head of Public Works Extraordinary. Small works, and those for which no contracts can be arranged, are usually done on agreements, and it is only in cases where agreements cannot be entered into that the work is carried out on the check-roll. The use of the check-roll should be avoided as much as possible, as it puts into the hands of the overseers the temptation to enter the names of coolies who either have not worked at all or have not done a full day's work for their day's pay.

3.—The only satisfactory check on the genuineness of a check-roll is the accurate measurement of the work done and the correct estimation of its value. District Engineers are required to examine check-rolls whenever they visit a working party and ascertain that the men whose names are entered in them are actually at work. This, however, is only a partial test, as the District Engineer's visits are necessarily few and far between, and even on the day that he visits the working party there is nothing to prevent the men he has seen at work ceasing to do so as soon as his back is turned. Payment by results is the only satisfactory method of ensuring the full quota of work being done for the money expended.

4.—This question has, I think, been sufficiently answered in the replies given above.

5.—The regular working hours are 6 to 11 A.M. and 1 to 6 P.M. Out of this one-quarter of an hour is allowed for each mile the men have to go from their lines to the working place in the morning and back again in the evening.

6.—I am of opinion that the use of the check-roll should be discontinued entirely. It is the source of much dishonest action on the part of overseers. An unscrupulous overseer looks upon his check-roll somewhat in the light of a blank cheque on a bank to be filled up to any amount that he thinks he dare go to without being detected. This is shown by the fact that overseers have been known to apply for appointments *without pay*, provided only they be allowed to keep a check-roll. Overseers should be made to understand that the amount of money that will be paid to them and their coolies at the end of the month will depend not on the number of coolies that they put down as having worked, but on the quantity of work they can satisfy the District Engineer they have done. With this view they should keep, not a check-roll filled with a lot of names, but a record showing in detail the quantity of work done during each day and its locality. The District Engineer, when he visits a working party, would be able to test the accuracy of this record for every day since his previous visit, a thing which he cannot do at all in the case of a check-roll.

(2) There is a great deal too much work thrown on District Engineers' offices now-a-days, and as they are only allowed one clerk a good deal of this has to be done by the officer himself. The result is that he has little time to devote to the inspection of work, and it must be remembered that it is on the frequent inspection of the works and not on the punctual performance of office duties that the economical working of the Department depends. One cause of excessive office work is the custom of calling for returns, reports, indents, &c., to be rendered in quadruplicate, quintuplicate, and I believe sometimes in sentuplicate, which means that the work that should be done in other offices is thrown upon that of the District Engineer. There would seem to be no reason why any office that desires to retain a copy of a document passing through it should not make a copy for itself instead of throwing that duty on the office next beneath it. The District Engineer's office, having none beneath it to which to pass on the burden, has thus to perform the whole of it itself, and the District Engineer, who should be out inspecting his roads, is chained to his desk whilst his clerk is employed as a copying machine.

(3) It is desirable, I think, that some control over expenditure should be put into the hands of Provincial Engineers. At present they have none. Drafts for payment are sent out to District Engineers so soon after the end of the month, for the work done during which they are intended to pay, that sometimes even the District Engineer himself has no time to check the work, much less the Provincial Engineer.

The progress reports are not received by the latter until long after the work has been paid for, and it is then too late to check expenditure.

It is very necessary for the economical working of the Department that no payment should be made until after the progress reports have been passed by the Provincial Engineer.

(4) I do not know whether the next suggestion I have to make for the improvement of the Department comes within the scope of the Commission or not. It is one affecting the organization of the Department rather than its working. It is, I think, one of the great defects of the Department that it provides no means for enabling a newcomer to learn his business before he has to practise it. In the Revenue and Judicial Branches of the Service a Cadet is attached to a Kachcheri or a court, where he can see how more experienced officers do their work before he is called on to do it himself. In the planting world no young man would be given full charge of an estate until he had served under a more experienced planter for some years. Yet in the Public Works Department a young man is taken fresh from England and sent down alone into a strange country among a people of whom he knows neither the language, ways of working, nor anything else. Large sums of money must be wasted before he has learned his work.

In my opinion every district in the Island should have one senior officer and one assistant in charge of it, the districts being of course made larger than they are at present. Many benefits both to the officers and to the Department would accrue from this arrangement.

The Department would become an organized body instead of a collection of independent atoms. As at present constituted the Department makes no progress. Each officer has to begin where his predecessor began, instead of where he left off, for, though an energetic and systematic officer may do much to improve a district, as soon as he leaves all signs of his action are swept away, and his successor reaps no benefit from it. If there were a second officer to carry on the system after the exchange, the newcomer could adopt what his predecessor had begun and add to it perhaps improvements of his own.

It must always be remembered that a District Engineer among a number of overseers and coolies is one man striving to do his best for the Government among a number of others bent on preventing him from doing so, and every advantage should be given him to enable him to hold his own. Under existing arrangements young officers have to learn the details of their duties from the overseers themselves, the worst teachers they could possibly have.

EDW. VENNING,
Provincial Engineer, S. P.

5.—EASTERN PROVINCE.

1.—The District Engineers, inspectors, and head overseers employed under the direction of the Provincial Engineer, Eastern Province, are—

The District Engineer, Trincomalee (Mr. R. G. Carte).
The District Engineer, Batticaloa (Mr. E. H. Vanderstraaten).
The District Engineer, Kalmunai (Mr. T. S. Edge).
Supernumerary District Engineer Mr. A. N. Robertson, attached to the office of the Provincial Engineer.
Inspectors: Mr. D. S. Muttiah; Mr. J. V. Weerasinghe.
Head Overseers: Mr. W. B. Perera; Mr. B. F. de Silva.

Trincomalee District.—The District Engineer, Trincomalee, has charge of all works of maintenance and construction comprised within the Revenue District of Trincomalee.

Length of metalled roads, 32 miles.
Length of gravelled roads, 49·51 miles.
Length of natural roads, 66·12 miles (48 miles of this have been handed over to the District Road Committee).

The number of public buildings, including permanent cooly lines, in charge of the District Engineer is 25.

The District Engineer has charge of the maintenance of the Kanthalai tank and five other tanks in the Trincomalee District.

The approximate average annual expenditure on Extraordinary Public Works in the Trincomalee District for the last three years was Rs. 30,148·78.

Batticaloa District.—The District Engineer, Batticaloa, has charge of all works of maintenance and construction comprised within the Public Works Department district of Batticaloa.

Length of metalled roads, 68¼ miles.
Length of gravelled roads, 31 miles.

The number of buildings, including permanent cooly lines, in charge of the District Engineer is 38.

The District Engineer has charge of the maintenance of eight tanks in the district, some of which are situated several miles from a main road.

The approximate average annual expenditure on Extraordinary Works in the Batticaloa District for the last three years was Rs. 44,780·66.

Kalmunai District.—The District Engineer, Kalmunai, has charge of all works of maintenance and construction comprised within the Public Works Department district of Kalmunai.

Length of metalled roads, 65 miles.
Length of gravelled roads, 45¾ miles.
Length of natural roads, 39 miles.

The number of buildings in charge of the District Engineer is 18.

The District Engineer, Kalmunai, has charge of six tanks in the district, several of which are situated some distance from a main road.

The approximate average annual expenditure on Extraordinary Public Works in the Kalmunai district for the last three years was Rs. 42,052·32.

Mr. A. N. Robertson, District Engineer on probation, is attached to the office of the Provincial Engineer, and has been employed in taking levels and making surveys in connection with road improvements required in consequence of the recent destructive floods in the Kalmunai district.

Mr. Robertson has been transferred as District Engineer, Ratnapura.

Inspectors.—Mr. D. S. Muttiah has been employed in levelling operations. He is now engaged in taking levels of the road from Trincomalee towards Anuradhapura with a view to the improvement of this road as a coach route.

Mr. J. V. Weerasinghe, who arrived here on 23rd instant, is employed in supervising work on the Koddamunai bridge and the new residence for the District Judge at Batticaloa.

Head Overseers.—Mr. W. B. Perera has been employed on surveys.

Mr. B. F. de Silva is in charge of road construction in the Kottiyar pattu. Aggregate estimated cost, Rs. 13,000 + Rs. 19,600 = Rs. 32,600.

2.—The system adopted by me for the maintenance of roads and other public works in my charge is chiefly that of day labourers employed on check-rolls issued by the District Engineer, the labour working under the immediate supervision of an overseer, who is directly responsible to the District Engineer for not exceeding certain fixed rates that are given him by the District Engineer. The District Engineer measures, inspects, and pays for the work monthly.

The following classes of work are usually performed on check-roll:—

Works of road maintenance (including breaking and consolidating metal).
Work required in the maintenance of public buildings.
Work required in the maintenance of tanks and channels.

The agreement system on works of maintenance is as far as possible avoided.
No works of maintenance are given on contract.

3.—The checks adopted as far as possible to prevent coolies who have never worked being entered on the check-rolls are—

(*a*) To give the overseer fixed rates for items of work, which he is not allowed to exceed, such rates being based on experience as to the actual cost of work.
(*b*) By allowing an overseer to have one working party only whenever possible.
(*c*) By the District Engineer inspecting the work periodically and initialling the check rolls.

4.—The supervision over the men employed on Public Works Annually Recurrent and Extraordinary is directly that of an overseer, inspected as frequently as is possible by the District Engineer. On large Public Works Extraordinary an inspector or head overseer is placed in immediate charge of the work under the supervision of a District Engineer, when such services can be commanded.

5.—The regular working hours are 10.

6.—I am of opinion that the present system can be improved by more direct supervision, viz., by increasing the number of inspectors and head overseers.

H. F. TOMALIN,
Batticaloa, March 30, 1900. Provincial Engineer, E. P.

6.—NORTH-WESTERN PROVINCE.

1.—Four District Engineers, 1 inspector, 1 head overseer.
District Engineer, Kurunegala, has charge of 109½ miles of road and 23 buildings. Approximate expenditure, Rs. 25,600.
District Engineer, Puttalam, has charge of 154¼ miles of road and 21 buildings. Approximate expenditure, Rs. 48,700.
District Engineer, Chilaw, has charge of 79¼ miles of road and 18 buildings. Approximate expenditure, Rs. 91,100.
District Engineer, Dandugama, has charge of 78½ miles of road and 5 buildings. Approximate expenditure, Rs. 700.
Inspector, Mr. P. Gunaratna, employed on survey of feeder roads, now on sick leave.
Head Overseer, Mr. B. R. J. Ondaatjie, employed on Kottukachchai bridge under the directions of the District Engineer, Puttalam.

2.—Maintenance of roads carried out by day labour by gangs of coolies in charge of overseers under the supervision of the District Engineers. Other public works are given out on contract or agreement when possible, and when there are no contractors the works are done by day labour by overseers under the supervision of District Engineers.
Metal-breaking and all other works for which contractors are not available (except transport) are performed on check-rolls. Works under Rs. 500 are done on agreement. Works above Rs. 500 are done on contract to be decided by Provincial Engineer if under Rs. 2,000, and by Government if above Rs. 2,000.
Day labour is employed in repairing roads, clearing drains and side jungle, repairs to bridges and culverts. Metal-breaking and transport is done by agreement as well as by day labour.
Class of work done on agreements: metal-breaking, transport, and occasionally rolling, felling, sawing, and removing timber for bridges and buildings; small repairs of alterations and additions to buildings.

3.—Working parties are visited by District Engineers as often as possible, and the number of men checked and check-roll initialled.

4.—Supervision of overseers and visits of District Engineers as often as possible.

5.—The working hours of a day are ten, from 6 till 11 o'clock in the morning and from 1 to 6 o'clock in the evening. When lines are at a distance from the work upon which the men are employed, one-quarter of an hour is allowed for each mile they have to travel to and from it.

6.—Each District Engineer should have one or more head overseers under him, the number varying with the extent of road and the number of building works to be supervised.
The clerical work in a District Engineer's office is, as a rule, far too heavy for the staff provided, owing to the enormous number of returns and estimates that have to be prepared in addition to the usual correspondence.
This difficulty is further increased by the system that prevails of drafting from other Departments into the Public Works Department clerks who have had absolutely no previous experience of the intricate duties required of them, and the valuable services of experienced Public Works Department clerks are frequently lost to this Department by their promotion to better-paid posts in other Departments, there being no similar inducements held out to them to remain in this Department.

H. E. H. HAYES,
Kurunegala, April 2, 1900. Provincial Engineer, N.W. P.

7.—NORTH-CENTRAL PROVINCE.

1.—Three District Engineers are employed in this Province. There are no inspectors or head overseers.

Mr. Nunn, Assistant Engineer, is temporarily employed on a special irrigation work.

The general duties of a District Engineer are to set out, supervise, and measure up work, make monthly payments, plans, and estimates.

The length of roads, number of buildings, and the expenditure of the three District Engineer is as under :—

District Engineer.	Length of Road.	No. of Buildings.	Irrigation Works in Charge.	Approximate Annual Expenditure on Extraordinary Works.
	Miles.			Rs. c.
Anuradhapura ...	72·10	35	54 miles Kalawewa, Yodi-ela, Tissawewa, Nuwara-wewa, Bassawakulam, and channels under them	46,500 0
Mihintale	97·04	17	Nil ...	39,800 0
Maradankadawela ...	110·92	13	Kalawewa and Ballalluwewa and connected channels	14,000 0

2.—The greater part of the work is done on check-roll to ensure keeping coolies in the Province and available in case of emergency. The overseers are informed what work is to be carried out during the month and are limited to a certain expenditure. Contracts have not hitherto been entered into as a rule in this Province, as there are no persons qualified. Agreements are generally entered into for jungle clearing, uprooting, putting up temporary buildings and structures, and for metal consolidation; sometimes also for the delivery of metal or gravel when the District Engineer is shorthanded, and for the felling and removing of trees from the jungle to the Public Works Department yard.

3.—An examination of the check-rolls is the only check that can be made to see whether the names entered in the check-roll actually agree with the number of coolies working. An examination of a check-roll once or twice a month is, however, of but little use in my opinion. Measurements of all work is the only real test as to whether Government are getting fair value for their money. The Government are always prepared to pay a reasonable rate for work, and therefore if all work be measured it is easy to see whether the Government is getting full value for its money; but this measurement can only be carried out when the District Engineer has sufficient time. Many coolies can earn more than the daily rate of pay; but they have no inducement to work over a certain amount.

There are many odd jobs that turn up that can only be done by day work, such as repairing some unexpected damage to a road or bridge, and therefore check-rolls must be used; but I am sure that work on agreement is better for the Government and the coolies for general work, provided that the District Engineer sees that each cooly is paid his share.

During the hot weather metal-breakers prefer to work by moonlight and rest during the heat of the day; but if they are away from the working party by day and the District Engineer comes round, they are marked absent on the check-roll.

4.—An overseer or sub-overseer is placed in charge of every work or group of works, and the District Engineer visits the working parties as often as he can. Here, again, measurement is the only real test of whether sufficient work is done.

5.—The regulation working hours are from 6 A.M. to 11 A.M. and 1 P.M. to 6 P.M., time being allowed for the journey from and to the lines. In this Province the coolies do not work these hours, being considerably later in the morning.

6.—I consider the system is right enough, though a little more liberty of action might be allowed; I do not, however, consider that the supervision is sufficient.

The staff is, I think, under-manned. One clerk is not sufficient for a District Engineer's office, and in many cases I am sure that a District Engineer cannot possibly measure all the work that is capable of measurement. Neither can he give enough attention to details.

Of course it is possible to pay too highly for supervision, but I think that rather more personal supervision would be advisable.

L. M. ACLAND,
Provincial Engineer, N.C. P.

Anuradhapura, March 31, 1900.

8.—PROVINCE OF UVA.

1.—There are three District Engineers, each in charge of a district, and one District Engineer employed on road tracing, also one head overseer, at present employed under my direction.

The general duties of the District Engineers are as follows :—The supervision and control of all works of construction and maintenance on roads, bridges, buildings, and other public works in charge of the Public Works Department in their respective districts; the preparation of all plans and estimates in connection therewith, and the rendering of all returns required; the monthly measurement of all works done, and the payment of all labour employed, and rendering the monthly accounts.

The extent of the respective charges is as follows :—

District Engineer, Badulla: 125 miles of road maintenance; 23 buildings; expenditure on Public Works Extraordinary, Rs. 175,900.

District Engineer, Koslanda: 142 miles of road maintenance; 7 buildings; expenditure on Public Works Extraordinary, Rs. 107,995.

District Engineer, Passara: 106½ miles of road maintenance; 5 buildings; expenditure on Public Works Extraordinary, Rs. 72,148.

The head overseer is employed under the District Engineer, Badulla, on the supervision of the work of constructing a new road from Bandarawela to Leangahawela.

2.—The system adopted generally for the maintenance of roads is as follows:—The roads are divided into sections varying in length according to the amount of work to be done, each section being under the immediate charge of an overseer working under the orders of the District Engineer. At the beginning of the month a check-roll and a distribution-roll are issued to the overseer; on the former is stated the work to be done during the month, the rates of each item of work, and the total amount to which the expenditure for the month is to be limited; any details or special instructions are generally written by the District Engineer in a book kept by the overseer for that purpose. Many instructions are of course merely given verbally. The overseer is expected, besides carrying out such specific orders, to attend immediately to any works of an urgent nature which may become necessary, such as repairs to damages, removal of obstruction, &c., and report the same to the District Engineer at once.

The detailed estimates for the maintenance of roads specify the rate for each item of work and the quantity to be done in each mile. As far as practicable, the expenditure is regulated to one-twelfth of the total estimate in each month. The order in which the different items of work are undertaken is subject to certain standing regulations at the discretion of the District Engineer. The procuring and piling of metal or gravel, being the most important work, is completed as early as possible in the year, in order that the first favourable weather for spreading and consolidating it may be taken advantage of.

On the check-roll, which the overseer should never be without during working hours, the names of all the artificers and labourers at work are entered, and the overseer having entered up the column for the day puts his initials at the foot of it. The distribution-roll shows how the labour has been distributed, and its value charged to the different items of the estimate.

The breaking and piling of metal and gravel, the cutting of jungle, clearing of side drains, and sometimes even the consolidation, and generally such works as can be accurately measured, are by preference given out on agreement. Overseer's pay, line guards, repairs to bridges and culverts, reducing sides, surface drainage, conveying tools, materials, letters, &c., and such other works as cannot well be given out on agreement, are entered in the check-roll.

3.—No particular check is adopted to prevent coolies who have not worked being entered in the check-roll, other than the usual inspection of the check-roll by the District Engineer on his visits to the working parties, for the reason that no perfect check on such practices has yet been discovered. Dishonest overseers, and there are many, will generally take advantage of every opportunity of making something for themselves on the check-roll whenever they can do so without being detected, and it is better therefore to limit such opportunities as much as possible by giving out work on agreement. The fewer names on a check-roll, the better. When false names are entered on a check-roll and a reduction has to be made on account of excessive cost of work, it frequently happens that the coolies who have really worked have to suffer unjustly, but they are generally told by the overseer that the District Engineer has cut down the check-roll, and they must put up with it.

To keep an exact and true account of work done on check-roll when the officer in charge is far away from the work and can only visit it once or twice in a month, is practically *quite impossible*. The certificate which the District Engineer is required to attach to the check-roll is for this purpose worthless, except for the actual day of inspection, and very often even for that when the coolies working on any particular check-roll are scattered along several miles of road.

It should be borne in mind, in dealing with overseers or coolies, that the former, though he only draws a small daily wage for supervision, is really the purveyor of labour, and practically takes all the risk. He has to advance his own money, which he is frequently unable to recover, and if it were possible to make such stringent rules and regulations as would effectually prevent his taking any advantage of either Government or his cooolies, he would not keep his labour. It remains therefore for the officer in charge to obtain for the money expended as full a value of work as he can exact by close and careful supervision, and on the aptitude and ability of a District Engineer in this respect depends his value as a Public Works officer as much as on his engineering knowledge.

4.—There is the same supervision exercised over the men employed on Public Works Annually Recurrent and Extraordinary, viz., the immediate supervision of the overseer under the District Engineer. But when work is given out on contract or agreement the supervision of the overseer is often dispensed with, but on works of any magnitude or importance the special supervision of a head overseer or an inspector is exercised.

5.—The regular working hours are nominally 6 to 11 A.M. and 1 to 5 P.M.

6.—I do not consider that any immediate improvement is required in the present system, which, I think, is always productive of satisfactory results when well worked.

The establishment of a permanent and more reliable staff of labour for road maintenance, which might be effected by the resuscitation of the pioneer force, would most likely show good results in the economy and regularity of this class of work, which is at present often affected by the uncertainty of the labour.

April 18, 1900.

F. W. JOHNSON,
Provincial Engineer, P. of U.

9.—PROVINCE OF SABARAGAMUWA.

1.—The number of District Engineers, inspectors, and head overseers in this Province at the present time are 3, 1, and 1, respectively, and are employed as follows:—

Mr. A. H. F. Clarke, District Engineer, Avisawella (Acting District Engineer, Ratnapura).
Mr. S. W. Dassanaike, District Engineer, Kegalla.
Mr. Cecil Herft, inspector, in charge of the Hulanda-oya bridge, the Madampe-Hambantota road extension and survey.
Mr. H. Batholomeusz, head overseer, in charge of the survey of the Madampe-Rakwana road deviation.

The extent of charge of the before-mentioned District Engineers is as follows :—

Districts.	Length of Roads. Miles.	No. of Buildings.	Approximate Annual Expenditure on Extraordinary Works as carried out in 1899. Rs. c.
Avisawella	74·88 ...	11 ...	56,655 59
Ratnapura	155·43 ...	36 ...	79,466 75
Kegalla	82·09 ...	13 ...	5,312 43

The general duties of District Engineers are inspecting the different works in their charge, giving directions to their overseers as to the manner in which the works are to be executed, and personally seeing the same done as often as possible, checking and passing their accounts, making payments, and attending to correspondence, returns, reports, &c.

2.—*Maintenance of Roads.*—Metal is broken and piled during the first six months of the year, and when the full quantity provided for in the estimates is broken and piled it is spread and consolidated during the rainy season once a year. Any ruts or holes that may appear in the interval are filled with metal and patched. 'Jungle is cleared and burnt during the dry months, and drains are cleared before the burst of the monsoons.

Buildings.—Immediate and urgent repairs are at once attended to, and the buildings are kept in order on the maintenance vote. Special estimates are submitted in case of extensive repairs. Road works are usually done on check-rolls, except breaking metal, which is procured, especially in Avisawella and Kegalla Districts, under agreement. Works for the construction of roads, buildings, and repairs to bridges and buildings are advertised and tenders called for, and are given on contract whenever satisfactory tenders are forthcoming ; otherwise the work is done departmentally both on check-rolls and agreements.

3.—The District Engineer visits the working parties frequently and sees if the men entered in the check-rolls are actually at work and initials the entries of check-rolls. All work is done at fixed rates.

4.—The men employed are supervised by the overseers and regularly inspected by the District Engineers, &c.

5.—The working hours are 6 to 11 A.M. and 1 to 6 P.M., equal to 10 hours.

6.—The present system would be much improved if cooly payments were taken out of the hands of the District Engineers. At present far too much of their time is occupied in making payments. Large payments to contractors, &c., could be made by the District Engineers at their offices.

7.—A better class of overseer is wanted in the Department, and the labour force requires placing on a more secure footing. I think this would be obtained if the overseers were better paid and ranked for pension. They have to find all the labour that is required and have often to pay heavy advances for it. It is almost impossible to get labour now without paying advances. All works are carried out at fixed departmental rates, and I do not think that the present system of checking work can be improved upon so long as the District Engineers see that they get full measurement for payments made. I do not think that much can be made out of the rates.

Ratnapura, March 30, 1900.

P. M. BINGHAM,
Acting Provincial Engineer, P. of S.

APPENDIX III.

INFORMATION REQUIRED OF FACTORY ENGINEER.

1. Statement showing rates paid to each of the several classes of artisans usually employed in the Government Factory in each of the years 1885, 1890, 1895, and 1899.

2. Statement showing cost of the several classes of materials per unit more generally supplied to the Government Factory in each of the years 1885, 1890, 1895, and 1899.

3. Statement showing cost of ironwork of bridges 10, 20, 30, 40, 50, 60, 80, 100, and 200 feet span, constructed in the Government Factory in each of the years 1885, 1890, 1895, 1897, 1898, and 1899.

4. Statement showing total expenditure at Government Factory in labour, material, and supervision in each of the years 1885, 1890, 1895, 1897, 1898, and 1899.

5. Any suggestions the Factory Engineer may have to make with a view to reducing cost of work at the Government Factory, such as the more general adoption of type plans, &c.

REPLIES.

1.—Labour.

	1885, 1890, and 1895.			1899.		
Carpenters	62 cents	to	Rs. 2·50	62 cents	to	Rs. 2·50
Fitters	62	to	2·50	62	to	3· 0
Blacksmiths	75	to	2·50	62	to	3· 0
Coolies	25	to	0·55	25	to	0·55
Masons	62	to	1·50	87	to	2· 0

2.—Cost of Materials.

Item.	Per	1885. Rs. c.	1890. Rs. c.	1895. Rs. c.	1899. Rs. c.
Bolts and nuts ...	cwt.	16 50	18 0	21 60	21 68
Angle iron ...	do.	7 0	6 0	7 80	7 18
Flat iron ...	do.	6 0	6 0	7 80	7 50
Round iron ...	do.	6 0	6 0	8 0	7 45
Square iron ...	do.	6 0	6 0	8 0	6 80
Tee iron ...	do.	6 75	6 25	8 0	7 45
Rivets ...	do.	13 44	14 0	17 50	14 80
Cast steel ...	do.	24 0	39 0	45 50	40 18
Pig iron ...	do.	2 40	2 0	3 15	2 16
Moulding sand	ton	35 4	12 70	57 0	84 80
Cement ...	barrel	—	9 50	9 10	11 0
Teak ...	ton	87 50	127 50	93 0	109 50
Jakwood	cub. ft.	1 24	1 24	1 24	1 50*
Satinwood ...	do.	1 85	2 0	2 0	2 0
Halmilla ...	do.	1 50	1 50	1 50	2 50
Broken metal	cube	8 50	8 50	8 50	12 0
Scrap cast iron	ton	10 0	16 0	16 0	25 0
Coke ...	do.	50 0	50 0	64 28	28 0
Firewood ...	cwt.	0 26	0 22	0 21	0 25

* Contractor failed to supply.

3.—Bridges.

	1885.	1890.	1895.	1897.	1898.	1899.
Cost per Span.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
10 ft. span	367 0	458 0	458 0	334 0	334 0	334 0
20 ft. span	875 0	1,375 0	1,375 0	940 0	940 0	940 0
30 ft. span	1,190 0	2,087 50	2,087 50	2,150 0	1,500 0	1,500 0
40 ft. span	—	3,750 0	3,750 0	2,750 0	2,750 0	2,750 0
50 ft. span	—	4,500 0	4,500 0	4,000 0	4,000 0	4,000 0
60 ft. span ...	—	5,625 0	5,625 0	5,100 0	5,100 0	5,100 0
80 ft. span	—	7,500 0	7,500 0	7,000 0	7,000 0	7,000 0
100 ft. span	—	10,625 0	10,625 0	10,900 0	10,900 0	10,900 0
120 ft. span	—	—	—	—	14,950 0	14,950 0
Cost per Cwt.						
10 ft. span	10 80	13 47	13 47	9 82	9 82	9 82
20 ft. span	9 30	14 62	14 62	10 0	10 0	10 0
30 ft. span	7 93	13 91	13 91	13 93	10 0	10 0
40 ft. span	—	18 75	18 75	14 0	14 0	14 0
50 ft. span	—	16 36	16 36	14 0	14 0	14 0
60 ft. span	—	14 35	14 35	13 0	13 0	13 0
80 ft. span	—	14 0	14 0	13 0	13 0	13 0
100 ft. span	—	12 55	12 55	13 0	13 0	13 0
120 ft. span	—	—	—	—	13 0	13 0

4.—Statement of Expenditure in the Government Factory with Supervision.

	1885.	1890.	1895.	1897.	1898.	1899.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Labour	56,681 0	106,001 50	41,012 0	110,654 9	117,399 29	191,230 20
Materials	88,963 64	124,393 88	52,047 81	173,766 51	291,006 46	428,826 39
Total ...	145,644 64	230,395 38	93,059 81	294,420 60	408,405 75	620,056 59
Supervision	4,000 0	4,000 0	4,000 0	3,500 0	3,600 0	5,600 0

5.—I would wish to state that my suggestion for the reduction of cost would be the working to type-plan for all works, such as bridges, doors, windows, roof trusses in iron or wood, &c., and increased supervision.

E. C. DAVIES,
Factory Engineer.

APPENDIX IV.

INFORMATION REQUIRED OF DISTRICT ENGINEERS.

1. A statement of each of the roads in your charge, including a general description of each of them, also approximately the amount of traffic on each and the cost of upkeep per mile.

2. What system do you adopt for keeping your roads in proper order ?

3. What supervision is there over the men employed on them ?

4. What are the regular working hours ?

5. What is the average quantity of stone broken for road metal by an able-bodied cooly per diem during the regular working hours ?

6. What is the price paid per cube for broken stone for road metal, and to what size is it broken ; and is this work done on check-roll, under agreement, or contract ? By whom is the metal measured and passed ?

7. What is the average cost of transport of road metal per cube in your district ?

REPLIES.

1.—COLOMBO.

1.—Statement showing General Description of Roads, Approximate Traffic, and Cost per Mile.

Service.	General Description.	Approximate Traffic per Year.	Cost of Upkeep per Mile. Rs. c.
Colombo District.			
Approach roads to Public Offices in the Colombo Fort	Gravelled road, 12 ft. wide ...	10,800 ...	1,827 0
Approach roads to railway stations, Wellawatta, Dehiwala, and Mount Lavinia	do. 10 ft. wide ...	5,832 ...	330 18
Approach road to Kelaniya railway station ...	Metalled road, 9 ft. wide ...	4,689 ...	2,202 95*
Branch roads, Dematagoda	Gravelled road, 10 ft. wide ...	120 ...	103 66
Kotte road toll bar to junction of Galle road near Wellawatta	Metalled road, 9 ft. wide ...	57,417 ...	653 44
Chatham street extension	do. 36 ft. wide ...	402,150 ...	4,870 9
Dematagoda to Wellampitiya	Half metalled, half gravelled, 11 ft. wide ...	4,215 ...	1,006 42
Grandpass to 34th mile, Kandy road ...	Metalled road, 11 ft. wide ...	82,101 ...	836 41
Grandpass to Avisawella	do. 11 ft. wide ...	81,897 ...	855 68
Hanwella to Bope	Gravelled road, 10 ft. wide ...	23,772 ...	226 80
Kelaniya to Biyagama	Metalled road, 10 ft. wide ...	44,289 ...	538 71
Kelani bridge approaches	do. 30 ft. wide ...	205,020 ...	2,947 74
Municipal toll bar at Bambalapitiya to Kotte road junction at Pamankada	do. 11 ft. wide ...	15,063 ...	329 4
Roads within the Customs premises ...	do. 36 ft. wide ...	920,850 ...	17,074 30
Urugodawatta road	do. 11 ft. wide ...	106,920 ...	1,451 3
Veyangoda-Ruanwella road to Western Province boundary	do. 11 ft. wide ...	23,838 ...	681 68
Wellawatta to 7th mile, Galle road ...	do. 12 ft. wide ...	51,471 ...	1,642 31
Wak-oya bridge to Labugama	do. 10 ft. wide ...	31,440 ...	324 21
Madampitiya-Mattakkuliya road	do. 20 ft. wide ...	7,320 ...	2,429 66†

* This was for re-metalling.

† This is a new road which requires more attention than an old road.

2.—The MacBride system is adopted for keeping the roads in proper order.

3.—The coolies are supervised by overseers, sub-overseers, and kanganies.

4.—The working hours are 6.30 A.M. to 11 A.M. and 12 noon to 4.30 P.M.

5.—The average cooly breaks 10 cubic feet of metal per day, or about 6 bushels.

6.—The price varies according to the road and the distance of transport; the rates in my district are from Rs. 7 to Rs. 10·50 per cube; it is broken to pass through a 2-in. ring on agreement. The metal is measured and passed by myself after it has been piled on the roadside.

7.—The average cost of transport per mile is Re. 1 per cube.

A. E. MAYES,
District Engineer.

Colombo, March 30, 1900.

2.—KALUTARA.

1.—Statement of Roads.

Name of Road.	Mileage.	Traffic per diem.	Cost of Upkeep per Mile. 1897.	1898.	1899.	1900.	General Description.
			Rs.	Rs.	Rs.	Rs.	
Horana to Alutgama ...	30·42	163	326·88	357·10	327·79	326·39	12 miles metalled, 18·42 miles gravelled
Approach roads to railway stations in Kalutara District ...	4·02	550*	548·68	402·08	247·27	248·75	Gravelled
Badureliya to Kukulugama ...	4·43	20	284·65	449·57	246·71	247·85	do.
Galkissa to Bentota ...	31·00	236	796·31	867·18	889·18	864·51	Metalled
Moratuwa to junction of Kesbewa ...	3·00	120	666·67	602·78	398·75	400·00	1 mile metalled, and 2 miles track metalled
Nagoda to Neboda ...	11·00	90	261·54	355·12	399·53	472·72	Track metalled
Panadure to Nambapana ...	22·75	184	400·00	468·52	399·53	500·00	Metalled
Road to Beruwala Customs ...	0·66	20	243·54	545·08	557·62	553·00	Gravelled
Neboda to Neboda hospital ...	1·75	5	294·86	310·26	294·60	294·85	Track metalled
Bope to Nambapana ...	6·50	30	Nil	Nil	Nil	350·00	Gravelled
	115·53						

* Light traffic (hackeries and carriages).

2.—All roads in the district are repaired mainly during the north-east monsoon, and should the metal be ready a portion of the work is done during the heavy rains in the south-west monsoon. Constant repairs to big holes are carried out throughout the year when water is available.

3.—The coolies are supervised by kanganies and in some cases by sub-overseers. An overseer has charge of an average of about 14 miles, which is generally divided into three working parties.

4.—Working hours are from 6.30 to 11 A.M. and 1 to 5 P.M.

5.—A cooly breaks only 10 bushels of metal daily, rubble being supplied to him.

6.—A cube of metal delivered on the road up to an average distance of 1½ mile is Rs. 7. The metal is broken into 2 in. Metal is broken on job agreements. The metal is first measured by the overseer, who submits accounts on the 3rd of each month. Afterwards the metal is inspected, measured, and passed by the District Engineer personally in the presence of the overseer and job contractors.

7.—The cost of transport of a cube of metal is Re. 1·75 for an average distance of 1½ mile.

W. B. GREGSON,
District Engineer.

Kalutara, March 30, 1900.

3.—NEGOMBO.

1.—Statement of Roads.

Name of Road.	General Description.	Approximate Amount of Traffic during the Year	Cost of Upkeep per Mile per Year.	Total Mileage of Road.
		Carts, &c.	Rs. c.	
Grandpass to Toppu ...	Main and coach road from Colombo to Negombo. Metalled. Very heavy traffic ...	288,000	1,080 53	24·30
Negombo to Veyangoda ...	Gravelled from Negombo to Minuwangoda, and metalled beyond	25,419	636 1	15·33
Giriulla to Pasyala ...	Metalled from Pasyala to Mirigama, gravelled beyond...	7,909	432 72	12·00
Ja-ela to Kotadeniyawa ...	Metalled throughout; carries traffic from North-Western Province to Colombo ...	13,383	417 81	18·50
Minuwangoda to Henaratgoda ...	Part metalled, part gravelled	19,525	229 49	8·11
Maha Hunupitiya to Mugurugampola	Metalled 13 miles, gravelled 6	10,227	322 5	19·00
Negombo to Giriulla ...	Metalled throughout	21,889	617 48	23·50
Welisara to Ragama ...	Metalled; connects Kandy road with Negombo-Colombo road	12,957	416 32	5·00
			Total...	125·74

N.B.—Canals and approach roads to stations not included in above.

2.—First and most important, efficient drainage, which is done yearly by reducing sides or cutting down high places on sides, to keep road convex and not concave, and to enable water to pass off road at once into side drains. Cutting and clearing out side drains twice every year to such a depth as to keep the bottom of drain at least 18 in. below level of road, and also cutting outlets from drains to lower ground, especially on hills, to prevent the overflowing of same and damage to road. Especial attention is paid to hills, where the barrel of road should be greater than on the flat.

Second, proper consolidation of metal, even laying of same, picking up and screening of old surface, laying new metal clean and free from quarry dust, and constant attention to back work. When not raining the watering and rolling is, when possible, done in the evening or after 4 P.M. No dirt or blinding allowed over freshly-laid metal.

Third, the cutting of jungle twice a year, keeping the masonry of bridges and culverts free from same, and the cutting of overhanging branches, where required, to admit of light and air to road.

Lastly, the employment of a mile-man or special cooly, who is employed monthly on each road on check-roll solely to patch ruts or holes whenever they may appear, clear out choked side drains or culverts after a heavy rain, remove brushwood, &c., and pick up loose stones on road; my system being that by attention to these small details much damage to the road is avoided and money saved. Paying surprise visits and altering the programme of travelling round district has, I find, also been beneficial.

3.—The supervision of men working on the road is done by the overseer in charge, who is supposed to be constantly on the road, the District Engineer passing over usually only once or twice a month. The whole of the work, however, in this district is done on agreements, viz., jungle and drain-cutting at a fixed rate per mile according to circumstances, and the laying and consolidation of metal at a fixed rate per cube, and if the work is not properly done the money is withheld until completed to my satisfaction. The only men working on check-roll being the overseer in charge of the road and his mile-man, as it is quite impossible for one officer to supervise regularly and efficiently men working by the day on every road in a large district like this.

4.—The regular working hours are from 6.30 to 11 A.M. and from 1 P.M. to 5 P.M.

5.—The average quantity of stone broken by an able-bodied cooly per diem during the regular working hours is 6 bushels, or $\frac{1}{1}$ cube; in other words, rather over 9 cubic feet.

6.—The price paid per cube for broken stone for road metal is usually Rs. 5·50 per cube, including mining, loading, and breaking, but exclusive of transport and piling. This work is done on agreement, or by contract if a contractor is found to take it up. The metal is measured in the quarry by the overseer before being transported, and afterwards, when piled on the road, by me.

7.—The average cost of transport per cube of road metal in this district is Rs. 3·50, due to the fact that no good stone is found within a radius of eight miles from the sea-coast.

H. BUCKNALL,
District Engineer.

Negombo, March 30, 1900.

4.—AVISAWELLA.

1.—Statement of Roads.

Name of Road.	Length in Miles.	Average Cost of Upkeep per Mile.	Amount of Traffic per Diem (Approximate.)
		Rs. c.	Vehicles.
Avisawella-Ratnapura road, from Avisawella to Pussella	14·50	599 0	35
Avisawella towards Ginigathena ...	26·50	669 0	40
Ruanwella to boundary of Province ...	9·00	500 0	20
Karawanella to Glenalla ...	14·75	505 0	45
Yatiyantota to Polatagama ...	3·00	633 0	12
Glenalla to Havilland	3·50	528 0	4
Parakaduwa bazaar to Hemmingford estate	1·88	452 0	3
Dehiowita to Algoda ferry ...	1·00	500 0	5
Ferry approaches at Ruanwella and Karawanella	0·50	900 0	10
Sitawaka to ferry approach ...	0·25	432 0	4

General Description.—As I have been transferred to the Avisawella district very recently I have not as yet inspected the roads, and am therefore unable to give any general description of them.

2.—Metal-breaking and jungle-clearing is done during the dry season, and patching is resorted to during the wet season.

3.—Supervised daily by the overseers in charge.

4.—From 6 till 11 o'clock in the morning and from 1 to 6 o'clock in the evening.

5.—About 12 bushels, or 20 cubic feet.

6.—Varies from Rs. 6·20 to Rs. 6·50 per cube; includes breaking, transporting, and piling on agreement. Metal to pass any way through a 2-in. ring. Measured by the District Engineer after piled.

7.—Varies from Re. 1 to Re. 1·50 per cube as per distance.

A. H. F. CLARKE,
District Engineer.

Avisawella, April 5, 1900.

5.—KANDY.

1.—Ampitiya road:

Cost of upkeep per mile in 1899, Rs. 444·34.
Estimated cost per mile in 1900, Rs. 455·52.
Approximate amount of traffic per month, 588 vehicles.

This road branches from the head of the Kandy lake and passes for the most part through native gardens. It ends at the Talatu-oya bridge, from which a minor road leads to this road; is an unimportant one, and the provisions of the estimate are sufficient to keep it in fair order.

Kandy to Haragama road:

Cost of upkeep per mile in 1899, Rs. 669·82.
Estimated cost per mile in 1900, Rs. 688·64.
Approximate amount of traffic per month, 1,055 vehicles.

Haragama to Kurundu-oya road :

Cost of upkeep per mile in 1899, Rs. 530·18.
Estimated cost per mile in 1900, Rs. 530·97.
Approximate amount of traffic per month, 802 vehicles.

This is the main road from Kandy to Mulhalkele hospital (situated in the Nuwara Eliya Revenue District), where it stops; it is the outlet for the Hewaheta, Maturata, Maha Uva, and surrounding estates, and the traffic is almost entirely tea produce, rice, &c. The country traversed is from the 9½ miles to the end of Mulhalkele a very difficult one, being a series of ups and downs with many zigzags, the gradient of which, I would say, range from 1 in 12 to 1 in 18. From 9½ miles to 13 miles the quantity of metal procurable is inferior, which, added to the inadequate rainfall, renders it a difficult section to keep at all times in first class order. The remainder of the road is efficiently maintained; the end section, on which there is very little traffic, received only (average for last three years) 10 cubes of metal per mile.

Kandy railway approach roads :

Cost of upkeep per mile in 1899, Rs. 1,696·04.
Estimated cost per mile in 1900, Rs. 2,000.
Approximate amount of traffic per month, 5,940 vehicles.

These are short lengths of roads leading from the Katugastota to Mahaiyawa railway station, less than quarter of a mile, and the other leading from a point between 71 and 72 miles on the Peradeniya road to Kandy railway station.

Katugastota road :

Cost of upkeep per mile in 1899, Rs. 1,357·91.
Estimated cost per mile in 1900, Rs. 1,945·52.
Approximate amount of traffic per month, 7,955 vehicles.

This road starts from the Queen's Hotel, Kandy, and runs to Katugastota bridge, a distance of 2·57 miles. It is the chief entrance to the town from the west and north, Matale, Rangalla, and Katugastota districts. The provisions of the estimate are sufficient for keeping this road in efficient order.

Lower Badulla road, Kandy section :

Cost of upkeep per mile in 1899, Rs. 54·57.
Estimated cost per mile in 1900, Rs. 55.

Bridle road, and no cart traffic. This road starts from the 9½ milepost on the Haragama road and runs in an easterly direction as far as Uma-oya, a distance of 23½ miles. The large rivers have horse bridges spanning them, and a portion of the track has been provided with culverts. Wheeled traffic cannot pass down this road, the bridges are too narrow; it is chiefly used by those driving cattle into Kandy. The upkeep consists of keeping the jungle back and existing bridges, &c., in order.

Peradeniya road :

Cost of upkeep per mile in 1899, Rs. 887·57.
Estimated cost per mile in 1900, Rs. 1,204·85.
Approximate amount of traffic per month, 4,472 vehicles.

This is the first section of the main road, Kandy to Colombo, 68 to 72 miles. There is extra carriage traffic thrown on this road owing to the fact that it leads to Peradeniya Gardens, which is inspected by all visitors to Kandy. Almost along its entire length there are boutiques and dwelling-houses, and being inside Municipal limits, where sanitation regulations are strictly enforced, involves a somewhat higher cost in the annual upkeep. There are no heavy gradients.

Deltota road :

Cost of upkeep per mile in 1899, Rs. 691·86.
Estimated cost per mile in 1900, Rs. 736·84.
Approximate amount of traffic per month, 2,192 vehicles.

This road branches off the Peradeniya road between the 68 and 69 miles, crosses the railway line and thence on to the Deltota hospital, where it ends. The road runs through estates and gardens for its entire length. The provisions of the estimate provide for clearing drains twice, but the drains are constantly being filled up by planting operations of various sorts. By Ordinance No. 10 of 1861 planters are supposed to keep their drains clear; some, when reminded of obstructions in the drains, comply with the request of the District Engineer; others refuse to do so. There is considerable ambiguity about this point, which should be definitely decided. Some say there is a case at law, while others say there is not; and to avoid friction with the planters, and, not to put ourselves in the wrong, the drains are at times cleared on the upkeep estimate, which possibly ought to have been done by the estates, especially during the rains, as it is necessary when obstructions have to be promptly removed to prevent damage to the road.

Padiyapelella-Kabragala road :

There is no data for this road, being completed only in the early part of this year.

2.—The system followed by me for keeping the roads in proper order is to indent as early in the year as possible for materials, especially for those required for metal breakers; to put on all my labour force to break metal and to get same completed as soon as possible on sections of roads where rainfall is short and uncertain and water difficult to obtain. Advantage is taken to lay metal whenever there is rain; when the rain ceases those portions of roads are repaired where water can be taken down the side drains, which is possible in several parts of the hill districts.

Jungle clearing I always give to villagers. The following I find the most efficient way to keep drains and jungle clear. Early in the year, say March, or when village labour is most easily obtained, to clear out drains and jungle thoroughly; when that is done to get a contractor, who will for a small monthly sum per mile keep the drains and jungle clear for the remainder of the year. By this system a man with a large family will sometimes take up a contract and do the work at odd times during the month at a cost lower than it could be done by Tamils; and again, the principle of a "stitch in time"

is effective, for as soon as a small slip comes down the contractor is supposed to at once clear it and prevent damage, which might otherwise occur if it was left for, say, 24 hours. In the case of a large slip involving over Rs. 20 to remove, the contractor is to at once report to the overseer and District Engineer, and in the meantime to remove it. This I would consider a contingency and pay extra. Owing to the small monthly sum per mile per month I was in a position to offer, I was only able to get one section of nine miles taken up in this way last year, and it worked admirably. This year I have arranged for the whole of the Haragama road; but for the Deltota road, where there are so many estates adjoining the road, I am unable to get contractors. The District Engineer has of course to keep his eyes on the contractor every time he goes up and down the road to see that they are keeping the drains and jungle clear; and the road overseer reports any laxity on the part of the contractor. The work is brought to account on agreement.

3.—The road overseer, who is constantly on the road, supervises the work of the section of the road on which he is employed. The District Engineer supervises all works in his district.

4.—The regular hours for work done on check-roll are 6 to 11 A.M. and from 1 to 6 P.M., equal to 10 hours.

5.—An able-bodied cooly working during the regular hours can sledge 50 cubic feet of stone or break 10 or 12 cubic feet 2-in. metal.

6.—Price paid per cube of sledged stone, Re. 1 and for a cube of metal Rs. 3·70. Metal is broken to pass any way through a 2-in. ring. This work is done on agreement. The metal is measured and passed by the District Engineer.

7.—Average cost of transport of road metal is Re. 1·25 per cube per mile.

Kandy, April 4, 1900.

W. POLE FLETCHER,
District Engineer.

6.—MATALE.

1.—Statement of Roads.

Name of Road.	Length in Miles.	Class of Road.	Amount of Traffic: Approximate No. of Carts per Diem.	Cost of Upkeep per per Mile.	General Description of Road.
				Rs. c.	
Balakaduwa to junction of the Trincomalee and Anuradhapura roads	36·50	Metalled ...	First section from 10 miles to 16 miles, 10 carts Second section from 16 miles to 25 miles, 70 carts Third section from 25 miles to 46½ miles, 30 carts	782 87	This road is metalled throughout from Balakaduwa, 10th mile to Matale. There is not much traffic, and there is not much trouble in keeping the road in good order, although the first few miles require care, as the road is very steep and has sharp bends in it. From Matale 16th mile to 25th mile the traffic is heaviest. This section of road is most difficult to maintain in good order, the quality of stone available for metalling being very poor and soft. From 25th mile to 31st mile very inferior quality of stone is available for metalling, and it is difficult to keep the road in good order. From 31st mile to the end, 46½ miles, the class of stone improves, and given a fairly good rainy north-east monsoon the road can be kept in good order. Should rain fail the consolidation of the metal is very difficult, and the road suffers. From the 42nd mile the road is flat.
Beligamuwa to Mirisgoni-oya	14·10	Gravelled ...	10 carts ...	206 38	This road is a gravelled one throughout. There are several streams and rivers to be provided with culverts and bridges. The road is incomplete without these. The road is fairly flat all the way.
Naula *vid* Elahera to Pallegama	31·00	6 miles gravelled, 8 miles partly formed, and 17 miles more or less natural	First section to 6th mile, 2 carts a day Second section, 6th mile to 14th mile, 4 carts a month Third section, 14th mile to 32nd mile, nil	175 80	This road is partly formed for the first section of 14 miles to Elahera. Six miles of this have been gravelled. From Elahera to Pallegama, 17 miles, the road is at a few places partially formed; the rest is natural road, and has never been gravelled. The banks of streams and rivers have been cut down and ramped in most cases. No carts traverse this latter section of road, and during ordinary rains the streams cannot be crossed, and the road is not even used for foot traffic.

Name of Road.	Length in Miles.	Class of Road.	Amount of Traffic: Approximate No. of Carts per Diem.	Cost of Upkeep per Mile.	General Description of Road.
				Rs. c.	
Palapatwela to Galewela	19·50	Gravelled ...	First section 20½ miles to 25 miles, 10 carts. Second section 25th mile to 40th mile, 6 carts a month	197 89	This road is a gravelled one throughout. The road was constructed by the District Road Committee, and has not been properly constructed. By reason of this it is difficult to keep in good order in the wet season. There are several places where culverts are required, and at two places where bridges have been washed away new ones are required. At the 28th mile, at the Pallepolla-oya, a bridge is much required, as during the rains the stream cannot be crossed. This river, which is the same as the Nalanda-oya, is a perennial one. The last four miles before Galewela is reached are very steep, and there are very sharp bends. The road over this section is difficult to keep in good order.
Matale to Rattota	6·50	Metalled ...	15 carts ...	524 42	This road is metalled throughout. The quality of stone available is fairly good. The traffic is not very great. The road rises and falls nearly all the way, but is not a difficult one to keep in good order.
Kalawewa to Galewela	7·50	Gravelled ...	6 carts a month	218 66	This road is gravelled throughout. It is not completely constructed; several more culverts are required. The road is fairly flat throughout.
Ukuwela railway station	1·38	Metalled ...	10 carts ...	422 46	This road is metalled throughout, and is used chiefly by estate owners. It is flat and is easily kept in good order.

2.—I adopt the system of dividing my roads with as many sections as the pay for supervision will permit. During the first seven or eight months in the year gravel or metal, as the case may be, is collected and piled ready for use. The next month is devoted to clearing jungle, repairing culverts and bridges and cooly lines, and then as soon as rains permit the work of consolidating the gravel or metal is taken in hand, side drains are deepened and cleaned, and the surface of the road is shaped. Each section of road is in charge of an overseer, who is paid a fixed rate of pay. The overseer has one and in some cases two kanganies under him, and these kanganies have from 20 to 30 coolies each. All works are carried out on agreement, and all rates are fixed. During the year expenditure is from time to time incurred in repairing the road, clearing jungle, repairing culverts and bridges, clearing side drains, repairing cooly lines, and on surface drainage of the road, as may be found to be desirable and necessary.

3.—The overseer and kangani are immediately in charge of the men. The District Engineer visits working parties several times during the month, and goes over the whole of his district at least once in four weeks.

4.—The regular working hours are supposed to be from 6 A.M. to 12 noon and from 1 o'clock to 5 P.M., equal to 10 hours. As most if not all the work is tasked, the coolies will not strictly adhere to these hours. Some work more and some less.

5.—Six bushels, or 10 cubic feet.

6.—The price paid for one cube of broken stone is Rs. 5·82. The stone is broken to pass in every way through a 2-in. diameter hole or ring. The work is done under agreement. The metal is measured and passed by the District Engineer.

7.—The average cost of transport of road metal in the district is Re. 1·50 per cube.

Matale, March 31, 1900.

F. J. PIGOTT,
District Engineer.

7.—NUWARA ELIYA.

1.—Blackpool bridlepath, 7·80 miles in length. A bridlepath from Nanu-oya to Ambawela railway station. Costs on an average Rs. 49·52 for annual upkeep per mile. It is a natural road. No cart traffic.

Lindula-Nuwara Eliya road, 6 miles in length from Nanu-oya to Nuwara Eliya. Metalled. Costs on an average Rs. 820·64 for annual upkeep per mile, with a traffic of approximately 3,500 carts and carriages per month.

Lake and Moon Plains road, 5 miles, gravelled, in the town, serving as a drive. Costs on an average Rs. 268·26 for annual upkeep per mile, with a traffic of approximately 150 carriages per month.

New Bazaar road, ·16 of a mile. Metalled. A cross street in the town. Costs on an average at the rate of Rs. 462·68 a mile for annual upkeep, with a traffic of approximately 1,000 vehicles per month.

Road from Uda Pussellawa road to Havelock drive, ·60 of a mile, gravelled, connecting the Uda Pussellawa road with Havelock drive in the town, to serve as a drive. To cost at the rate of Rs. 416·66 per mile annual upkeep. Newly constructed, and no traffic yet.

Brewery road, 390 feet from the hospital junction to the brewery. Metalled, to serve both the brewery and Public Works Department lines, the former contributing half expenditure. To cost at the rate of Rs. 406·15 per mile annual upkeep; approximate traffic 200 vehicles per month.

Ramboda to Wilson's Bungalow road, 26 miles. Metalled. Costs on an average Rs. 390·19 a mile for annual upkeep, with a traffic of approximately 2,200 vehicles per month. (Very little traffic on the first twelve miles from Ramboda.)

Rapahannock bridlepath, 1·20 mile from St. Margaret's estate, Uda Pussellawa, to Rapahannock estate. Costs on an average Rs. 46·01 for annual upkeep per mile. A bridle road only; natural surface.

Dimbula junction road, 1 mile, metalled, connecting in the town the Ramboda, Wilson's, and Uda Pussellawa roads. Costs Rs. 862·53 for annual upkeep per mile, with a traffic of approximately 900 vehicles per month.

Uda Pussellawa road, 6·84 miles from Nuwara Eliya to Kandapola. Metalled. Costs on an average Rs. 584·33 for annual upkeep per mile, with a traffic of approximately 2,000 vehicles per month.

Forest service road, 1·40 mile from Kandapola to the end of Kandapola estate, Maturata trace. Metalled. Costs on an average Rs. 276·69 for annual upkeep per mile, with an approximate traffic of 100 vehicles per month.

Kandapola to Uda Pussellawa road, 15·16 miles. Metalled. Costs on an average Rs. 461·65 for annual upkeep per mile (half private contribution), with an approximate traffic of 1,150 vehicles per month.

Ambawela road, 3·55 miles, metalled (newly constructed from the railway station, Ambawela, to the gap, Ambawela estate). Costs on an average Rs. 233·81 for annual upkeep per mile, with an approximate traffic of 90 vehicles per month. The traffic will be much larger when the portion now being constructed is complete.

2.—Metal or gravel, as the case may be, is piled on the roadside in the early months of the year. The metal is laid and consolidated in the rains. In some cases where the road is much used the road is metalled annually a width of from 8 to 10 feet throughout. On other roads, where the traffic is less and the metal available insufficient for metalling full breadth, the wheel tracks only are metalled throughout a width of approximately 2 ft. 6 in.

When ruts or holes appear in the road surface they are repaired and patched irrespective of the time of year.

Gravel is spread before the rains and then rolled.

Side drains and jungle are cleared thoroughly twice annually; culverts are cleared out and repaired whenever found necessary.

3.—The District Engineer visits and inspects all roads in his charge at least once a month Each section of road is in charge of an overseer, who is responsible for the work and for tools and issu of rice. Kanganies under the overseers are in immediate charge of the coolies, and are responsible the overseer for the proper working of their men.

4.—6.30 to 11.30 A.M. and 1 to 5 P.M.

5.—12 cubic feet.

6.—Rs. 3·25 and Rs. 3·50 in the quarry. To pass through a 2-in. ring every way. Under agreement. First by the overseer in charge and then by the District Engineer.

7.—Re. 1·50.

A. S. COLLS,
District Engineer.

Nuwara Eliya, April 4, 1900.

8.—PUSSELLAWA.

1.—Statement of Roads.

Name of Road.	Length of Road.	Approximate Number of Carts per Month using the Road.	Cost of Upkeep per Mile.
			Rs.
Gampola-Pussellawa ...	12 ...	2,000 ...	1,205
Gampola-Nawalapitiya ...	10·70 ...	200 ...	467
Pussellawa-Ramboda ...	9 ...	1,400 ...	600
Pupuressa road ...	10 ...	1,500 ...	661
Pundaluoya-Tavalantenna ...	9·25 ...	200 ...	507
Pundaluoya-Watagoda ...	7·15 ...	200 ...	448

2.—Metal as far as possible is broken in the first part of the year before consolidation work is begun, which is done in the later part of the year. The clearing of jungle, side drains, forming the road surface, &c., is done when required, and as much as possible to keep the labour force uniformly employed during the year.

3.—An overseer has an average charge of from 10 to 12 miles of road. When work is heavy a sub-overseer is allowed; when light, a larger mileage is given. Much depends on the capabilities of the overseer; he is paid accordingly.

4.—6 to 11 A.M. and 1 to 5 P.M.

5.—A first class metal-breaking cooly is capable of breaking 20 cubic feet per diem. The average cooly employed does not break more than 15 cubic feet per diem.

6.—Rs. 7 per cube, including transport, is the average rate paid. It is broken to pass a 2-in. ring. It is paid on agreement, and is measured and passed by the District Engineer.

7.—Average cost per cube per mile Re. 1·50.

R A. POWELL,
District Engineer.

Pussellawa, March 29, 1900.

9.—KATUGASTOTA.

1.—Statement of Roads.

Name of Road.	Nature of Surface.	Approximate Amount of Traffic Daily.	Cost of Upkeep per Mile.	No. of Miles	Remarks.
			Rs. c.		
Katugastota to Madulkele ...	Metalled throughout	Between 75 and 100 carts	810 78	18·50	Estimate increased in 1900 to better meet the requirements of the road.
Madulkele to Kabaragala ...	Do.	10 carts	510 76	3·25	—
Madulkele to Bambaraela ...	Do.	10 carts	490 32	7·75	Estimate increased in 1900 to better meet requirements of this road.
Lagalla cart and tavalam road	2 miles about to be metalled, 17 bridle road	1 or 2 leaf and firewood carts	95 58	19·25	This road is very little used, there being no villages on it, and from the 2nd mile it is merely a jungle track used as far as the 7th mile by a few estates for firewood transport. From here to the end is practically unused.
Madawala to Teldeniya and Nugatenna gap	Metalled throughout	50 carts	292 91	17·07	The maintenance of this road is utterly inadequate to cope with its requirements. The traffic is heavy, and the road requires to be metalled throughout from the 7th to the 20th mile, with at least 30 cubes per mile.
Teldeniya to Rangalla	Do.	20 carts	398 76	9·75	Estimate increased in 1900 to better meet the requirements of the road.
Rangalla to Nitre Cave ...	Do.	4 carts	328 0	3·75	—
Duckwari to Kotaganga ...	Do.	3 carts	994 28	1·75	—
Nugatenna to Kobonella ...	Do.	Between 2 and 4 carts	495 0	4·77	—
Gonawatte ferry to Rajawella	Do.	50 carts	575 0	4·00	—
Hunasgiriya to Iriyagastenna	Do.	75 carts	518 12	3·20	This is practically the approach road to Wattegama railway station.
Wattegama to Elkaduwa ...	Do.	20 carts	273 57	8·78	—
Katugastota to Galagedara...	Do.	50 carts	560 0	10·00	—
Iriyagama to Aladeniya ...	Gravel road	15 carts	400 0	6·00	Gravel road joining the Galagedara and Kadugannawa roads, and being much used now by estates being opened in the neighbourhood.
Peradeniya to Gampola ...	Metalled throughout	30 carts	343 87	8·00	Road requires more metal.
Peradeniya to Kadugannawa	Do.	25 carts	440 33	6·00	Road requires more metal.
Katugastota to Balakaduwa...	Do.	20 carts	274 80	7·50	—

2.—The system adopted for keeping roads in order is as follows. To begin with, it must be explained that on some roads the metal is insufficient for the thorough repair annually of every mile. On such roads it then becomes necessary to distribute the metal provided so that the miles which during the previous year have received most metal should in the current year receive less, and *vice versâ*.

Every effort is now made to push on the metal-breaking and to transport and pile the metal as soon as possible, to enable the repairs to be undertaken immediately the rains set in. If the road requires repairs before the entire metal-breaking is completed, it should be temporarily adjusted, the ruts being patched and attended to as soon as they make their appearance. This in many cases is a difficult matter, as water is not always obtainable on the roads and has often to be conveyed several miles. Patching carried out during the dry weather is unsatisfactory, though it is endeavoured to keep the road at all times free of ruts.

Once the rains commence the metal can be laid down and the repairs satisfactorily undertaken, either by repairing ruts, re-forming wheel tracks, or metalling the full surface, these several methods of repairs depending entirely on the amount of metal provided per mile.

The metal used is generally broken small to pass through a 2-in. ring, and is piled in cubes of 10 bushels, or in half cubes, at convenient places along the road. While the metal-breaking is in progress (during the earlier months of the year and before the commencement of the rains) other works, such as clearing and deepening side drains, clearing jungle, and reducing the roadsides where required to permit of efficient surface drainage, is attended to. Labour other than the regular force is employed for these works, and is generally from the Sinhalese villages. The labour is generally worked on agreement with the supplier.

The works above-mentioned are usually done twice yearly, but it becomes necessary at times to attend to it more frequently, the object being to keep side drains, jungle, and surface drainage in order at all times.

It must be further stated that the culverts on the road are always maintained in working order and kept free from obstructions and *débris*, permitting of the free flow of water, and vegetation is from time to time cleared from the masonry.

3.—The men employed daily on check-roll on the works are supervised by an overseer, one overseer being attached to a certain section of work. Labour employed on agreements is supervised by the supplier or some person appointed by him; the work done is checked by the overseer and eventually passed by the District Engineer before payment is made.

4.—Regular working hours for a standing force of labour employed and paid on check-roll daily are from 6 A.M. to 11 A.M. and from 1 P.M. to 6 P.M.

5.—An experienced breaker (male) breaks two bushels of stone per diem, but it depends a good deal on the quality and nature of the stone found in a quarry. A man could break three bushels, if the stone broke readily.

6.—The price paid is Rs. 4·75 for mining, sledging, and breaking per cube of metal. It is broken to pass in all positions through a 2-in. ring. The work is most generally done on agreement. The metal is measured and passed by the District Engineer.

7.—The cost of transport is Re. 1·25 per cube per mile, but on hilly roads this rate has on some steep miles to be increased to Re. 1·50 per cube per mile.

W. R. W. MORGAN,
District Engineer.

10.—DIMBULA.

1.—Statement of Roads.

Name of Road.	Miles.	General Description of Road.	Traffic. Carts Daily.	Cost per Mile. Rs. c.
Lindula-Nuwara Eliya ...	10 ...	Through hilly country: 6 miles steep gradient, 4 medium gradient. Road well constructed and surface in good order generally. Insufficient cooly lines.	... 30 ...	527 50
Lindula to end of Agras ...	14 ...	Through hilly country: 5 miles steep gradient, 6 medium gradient. Apparently no foundation to this road. Metal has been insufficient for some years past, and road surface suffered in consequence, becoming flat and ill-drained.	... 100 ...	1,071 42
Walaha road ...	1·90 ...	Steep gradient all the way. Surface 1½ mile in order. Metal on remainder insufficient, and surface only in fair order.	... 10 ...	350 0
Railway Gorge road ...	3 ...	Fairly easy gradient. In fair order. Money insufficient on item "Bridges and Culverts," as the parapet walls need rebuilding.	... 16 ...	433 33
Preston-Glenlyon road ...	2·55 ...	Two miles steep gradient, ½ mile easy. Road in order. Three wooden bridges.	... 12 ...	470 0
Holyrood road ...	0·32 ...	Steep gradient. In order. Road carries all the traffic to Talawakele station. This road was paved and properly constructed.	... 130 ...	1,187 50
Craigie Lea to Lindula ...	6 ...	Two miles steep gradient, 4 easy. Apparently no foundation to this road. The 2½ miles from Talawakele to Lindula have heavy traffic over them, and require constant attention to keep in order. The other portion of the road has been a little starved to allow of sufficient metal for the more important part. The road is in fair order.	... 115 ...	833 0
Craigie Lea to Hatton (Dikoya junction road)	6·57 ...	Easy gradient, except 1½ mile. Metal hardly sufficient to keep surface in proper shape. Drainage defective and insufficient.	... 20 ...	372 0
Nawalapitiya to Craigie Lea	20 ...	Sixteen miles stiff gradient, 4 medium gradient. Metal sufficient to maintain the road in fair order only. Drainage insufficient in places and many culverts too small to carry off water.	... 25 ...	460 0
Tispane road ...	2·35 ...	Narrow road, poorly constructed, and with insufficient drainage. Steep gradient all the way. In fair order.	... 15 ...	425 0
Dolosbage road, 1st section...	4 ...	Very steep gradient for 3 miles, and difficult to keep in order. Drainage insufficient in places, and some culverts too small to carry off water. Road is now in fair order.	... 50 ...	1,000 0
Dolosbage road, 2nd section	6·25 ...	Medium gradient throughout. Metal sufficient to keep road in fair order. Drainage insufficient in places.	... 30 ...	570 0

2.—The system adopted by me to get and keep the roads in proper order is as follows:—(1) Close and constant supervision on my part and that of the overseers; (2) systematically clearing out drains and culverts throughout twice a year, generally before the monsoons; (3) the piling of clean metal and its thorough and rapid consolidation when laid; (4) the study of the requirements of the several miles of road, as some miles require more attention and more metal than others; (5) maintaining adequate surface drainage.

3.—Overseers are in charge of different sections of road, averaging 11 miles in length, who supervise the men employed. The District Engineer inspects roads usually twice a month—sometimes oftener—and gives directions as to work.

4.—Regular working hours are 10 hours a day.

5.—An able-bodied cooly will break 10 cubic feet metal in ten working hours. A highly trained cooly will break 15 cubic feet, sledging not included. Sledging for 100 cubic feet of metal 25 cents.

6.—The price per cube of broken stone is Rs. 4. Stone is broken to a 2-in. gauge under agreement. The metal is measured and passed by me.

7.—The average cost of transport for metal in this district is Re. 1·50 per cube.

T. H. CHAPMAN,
District Engineer.

Kotagala, March 31, 1900.

11.—DIKOYA.

1.—Statement of Roads.

Name of Roads.	Length.	Metalled or Gravelled.	Average Amount of Traffic per Diem.	Approximate Cost of Upkeep per Mile. Rs. c.	Remarks.
Approach road to public buildings and railway station, Hatton	66	Metalled	100	1,200 0	Part of this is to put in order, the station approach road, and should be less in subsequent years.
Carolina road	1·20	do.	20	520 0	This is part of the approach road to Watawala station.
Nawalapitiya to Hatton bridge ...	21·40	do.	15	480 0	On part of this road there is considerable traffic and on part practically none. It is the old main road to Dikoya.
Dimbula-Dikoya junction ...	1·50	do.	120	1,400 0	The traffic on these roads is probably the heaviest of any up-country road.
Hatton bridge to Norwood bridge ...	4·98	do.	115	2,150 0	
Ginigathena to boundary of Province	7·67	do.	15	440 0	A very steep road. Traffic has increased of late years owing to land being opened and the Kelani river silting up.
Strathdon-Fruithill road ...	1·70	do.	15	425 0	An approach road to Hatton station
Bathford Valley road	6·60	do.	15	420 0	—
Norwood bridge to Campion ...	10·05	do.	45	750 0	—
Norwood bridge to Moray ...	9·73	do.	45	750 0	—
Maskeliya to Cruden	3·60	do.	25	500 0	Traffic has decreased since Upcot road was opened.
Brownlow to Luccombe ...	3·87	do.	15	375 0	—
Norton-Carolina road	5·25	do.	20	570 0	—
Norwood-Upcot road	8·25	do.	25	600 0	A comparatively new road taking nearly all the Upper Maskeliya traffic.
Wanarajah road	4·50	do.	15	420 0	—

2.—Sanctioned estimates are generally sufficient to keep the roads in fair order for traffic.
3.—The coolies are supervised by the overseers, kanganies, and District Engineer.
4.—Nearly everything is piecework. Coolies usually leave the lines about 6.30 A.M. and return in time to get home by dark. The greatest distance they have to go to work is 7 miles.
5.—New coolies cannot earn their rice at breaking metal; many women break 4 to 5 cubes per month and do no other work.
6.—The price paid for 2-in. metal with materials is Rs. 7·25 per cube. The work is done on agreement, and is taken by the overseers first and District Engineer afterwards.
7.—The cost of transport is about Re. 1·40 per cube: it is part of the agreement. It has to be done by the overseer's bulls and carts.

Dikoya, April 2, 1900.

T. R. WARD,
District Engineer.

12.—KOSLANDA.

1.—Statement of Roads.

Name of Road.	General Description.	Amount of Traffic per Month. Carts.	Cost of Upkeep per Mile. Rs. c.
Badulla to Halpe	Metalled	700 ...	897 41
Batgoda deviation	Gravelled	20 ...	392 33
Haldummulla to Wellawaya ...	Metalled	694 ...	804 8
Horton Plains	Natural	Nil ...	93 83
Haputale to Nanu-oya	do.	Nil ...	50 0
Ohiya towards Horton Plains ...	Metalled and natural ...	Nil ...	211 76
Wellawaya to Tanamalvila ...	Metalled	733 ...	550 23
Wellawaya to Monaragala ...	Metalled and gravelled and part natural	450 ...	280 77
Passara to Muppane	Natural	Nil ...	33 3
Koslanda bazaar to Poonagalla factory ...	Gravelled	75 ...	254 55
Muppane bazaar road during 1900 ...	do.	450 ...	1,120 0

2.—Metalling and gravelling the road as they require.
3.—My checking the men employed on check-rolls occasionally, and making overseers responsible for the rates allowed to them by me on works in their charge.
4.—7 A.M. to 11 A.M. and 1 P.M. to 5 P.M.
5.—10 to 20 cubic feet of metal per diem.
6.—(*a*) Rs. 4·75 per cube of metal; (*b*) 2-in. metal; (*c*) on agreement; (*d*) by me.
7.—Re. 1·75 per cube.

Koslanda, April 1, 1900.

W. A. L. ROWLAND,
District Engineer.

13.—JAFFNA.

1.—Statement of Roads.

Name of Road.	Miles.	General Description.	Amount of Traffic per Mensem.	Cost of Upkeep per Mile. Rs. c.
Achchuveli-Tondamanaru ...	3·50	... Metalled ...	105 ...	99 64
Roads within the gravets of Jaffna ...	44·00	... do. ...	3,760 ...	163 56
Jaffna-Karaitivu ...	14·25	... do. ...	2,250 ...	209 59
Jaffna-Kankesanturai ...	11·50	... do. ...	4,425 ...	305 3
Jaffna-Point Pedro ...	21·00	... do. ...	2,030 ...	195 91
Jaffna-Kaitadi ...	6·50	... do. ...	1,416 ...	299 87
Manippay-Kaitadi ...	8·00	... do. ...	851 ...	174 37
Jaffna-Punnalai ...	10·50	... do. ...	1,715 ...	192 44
Ponnaiturai to Kayts ...	10·00	... do. ...	458 ...	76 67
Point Pedro-Punnalai ...	25·00	... do ...	108 ...	117 91
Tellippalai to Panduteruppu ...	4·50	... do. ...	160 ...	168 96
Vallai to Valluveddittarai ...	3·50	... do. ..	165 ...	120 31
Talukkai to Velanai ...	4·00	... do. ...	330 ...	79 41

2.—The system adopted by me is that generally adopted in the Department, viz., the laying down of the metal provided for each road after the full quantity as per estimate has been broken and piled on the roadside. In the interval, should there be any signs of the roads breaking up or becoming rutty immediate steps are taken to have them repaired.

3.—The men are directly supervised by the overseer in charge, and the number of men employed and the work done are checked by the District Engineer when he visits each road or working party.

4.—The working hours in the Jaffna District are from 7 to 11.30 A.M. and 1 to 5.30 P.M., each man returning to his home after the completion of the day's work.

5.—The metal broken by an able-bodied cooly is about 18 cubic feet, at a cost of about 25 cents.

6.—The general price per cube of metal is about Rs. 2·50 per cube, including loading or unloading into carts, transport to the road, and piling. The stone is broken to pass through a 2-in. ring, and the work done on check-roll. The metal is measured by the overseer before piling, and by the District Engineer after being piled on the roadside into cube depôts.

7.—The average cost of transport per cube is 75 cents.

O. DE KRETSER,
District Engineer.

Jaffna, April 3, 1900.

14.—KANUKKENI.

1.—Statement of Roads.

Name of Road.	Length in Miles.	General Description of Road.	Amount of Traffic per Month. Carts.	Cost of Upkeep per Mile. Rs. c.
Mullaittivu road, new trace ...	20·5 ...	Metalled 11 miles, gravelled 9·5 miles	148 ...	229 22*
Mullaittivu road, old trace ...	20 ...	Natural ...	67 ...	49 50

* This year it is provided to metal the first five miles and use screened gravel for the remaining 15·5 miles.

2.—Gangs of day coolies are employed under the immediate charge of sub-overseers.

3.—The men are supervised by the overseer in charge of the road.

4.—From 6 to 11 A.M. and 1 to 6 P.M.

5.—About eight bushels of granite metal.

6.—Rs. 4·50 for granite metal broken to pass through a 2-in. ring; is done on check-roll, but Jaffna metal broken, transported by boat, and delivered on the beach at Mullaittivu, is done on contract for Rs. 10. The metal is measured by the overseer, but is passed by the District Engineer before payment is made.

7.—Cart transport averages to Re. 1·84 per cube, and boat transport of Jaffna metal is about Rs. 5, and is paid by the contractor.

M. SANMUKAM,
District Engineer.

15.—PALLAI.

1.—Statement of Roads.

Name of Road.	Length in Miles.	Width of Track in Feet.	Nature of Surface.	Average Cost of Upkeep per Mile. Rs. c.	Traffic. Average Number of Carts per Diem over Portions.
Chavakachcheri to Karaveddi	12	12	Metalled	136 10	10
Karanavai to Tunnalai	5½	10	do.	137 0	5
Kaitadi to Kokavil	44	12	do.	454 0	60
Point Pedro to Kodikamam	8½	12	do.	195 25	18
Puttur to Kodikamam	8½	10	do.	148 10	15

2.—Overseers are kept in charge of certain sections of roads with required number of coolies to attend to ordinary upkeep works and other necessary works as ordered by the District Engineer.

3.—Overseers supervise the men employed daily and enter in their check-rolls and distribution rolls the names of men employed. These entries are checked by the District Engineer on his visits to the working parties.

4.—The working hours are from 6 A.M. to 11 A.M. and from 1 P.M. to 6 P.M.

5.—One-eighth cube of metal is the average quantity broken by an able-bodied cooly.

6.—Price paid per cube for broken stone for road metal is Re. 1·80 at the metal quarry. It is broken to pass in every way through a 2-in. metal ring. The work is done on contract under agreement, and on check-roll when there are none to enter into contracts or agreements. The metal is measured and passed by the District Engineer.

7.—The average cost of transport of road metal by cart per cube per mile is 60 cents.

Pallai, March 31, 1900.

C. H. DE SILVA,
District Engineer.

16.—GALLE.

1.—Statement of Roads.

Name of Road.	Length in Miles. Gravelled.	Metalled.	Total.	Estimated Cost of Maintenance for 1900.	Estimated Average Cost per Mile during 1900.	Width of Tracks in Feet.	Traffic: No. of Carts per Day.
				Rs. c.	Rs. c.		
Bentota to Goyapana	—	43·75	43·75	29,899 75	691 31	10·13	216
Dodanduwa to Baddegama	·50	6·00	6·50	3,655 0	562 30	9	143
Galle to Udugama	—	22·75	—	13,499 75	593 39	8 10	47
Galle to Akuressa ...	—	21·00	21·00	13,200 25	628 58	8·10	73
Hikkaduwa to Gonapinuwela ...	—	2·70	2·70	1,894 0	757 60	8	762
Kahawe to Batapola	4·25	1·00	5·25	1,781 0	339 23	8	122
Road within the Municipality of Galle ...	—	4·75	4·75	6,500 0	1,368 92	14	210
Approach roads to railway stations ...	—	—	—	286 0	817 14	9	—

2.—The roads are annually repaired by picking up the bad portions of road and spreading and consolidating metal until an even surface is obtained. The overseers are ordered to patch any bad portion which I may point out to them during my monthly inspection of the roads in my charge.

3.—The men are supervised by an overseer.

4.—7 A.M. to 12 noon and 1 P.M. to 5 P.M.

5.—About 12 cubic feet; this does not include quarrying.

6.—Rs. 7 to Rs. 8 per cube, broken to pass a 2-in. ring. Work done under agreement. Measured first by the overseer and then by the District Engineer, who passes it.

7.—From Re. 1·25 to Rs. 2·25 per cube.

Galle, April 3, 1900.

J. JEFFERY,
District Engineer.

17.—MATARA.

1.—Statement of Roads.

Name of Road.	Approximate Amount of Traffic on each Road per Month.	Cost of Upkeep per Mile.	General Description.
		Rs. c.	
Goyapana-Tangalla. ...	1,534	588 77	This is a seaside road, comparatively level except the last few miles near Tangalla, viz., 118th to 122nd mile, which are rather hilly. It is a metal road, and is in very fair order, except the hills, the sides of which are cut up by carts driving on the edge of the road where it is not metalled so as to allow the soft soil to act as a break on the cart and to reduce its speed when coming down hills. There are some wooden bridges in bad order. Length is 36 miles.
Hakmana-Tangalla ...	1,316	269 77	This road is hilly, the first 7 miles being gravel and the last 5 metalled; the bridges are wooden and in bad order. Length is 12 miles.
Dikwella-Beliatta ...	817	411 43	This road is very hilly and a bad trace; it is metalled in wheel tracks only, and is in bad order. Bridges wooden and in bad order. Length is 8 miles.
Matara-Hakmana ...	863	310 26	This road is a metal one (wheel tracks); the first 8 miles are very fair and level, but up to the end, 15th mile, is very bad, hilly, long stretches of hills which are not in order. Some bridges want renewing. Length is 15 miles.
Matara new entrance road ...	1,200	400 0	A metal road, quite level. Length is 1¼ mile.
Railway approach roads ...	900	357 33	Some gravelled and some metalled; level roads. Length is 1⅛ mile.
Akuressa-Viharehena ...	850	580 39	This is a metalled road, which goes up to Morawak korale, and is very hilly, long lengths of hills extending to 2 miles in places. Rises up to 1,200 odd feet in places Length is 33 miles.
Deniyaya-Hayes estate ...	55	500 95	This is a new road, at least the later part is. It is very steep and has exceedingly sharp curves on it; it is very narrow and two carts cannot pass, except in places. The new part has very sharp curves, which could have been avoided easily. Culverts too small. It is a road to estates only, and rises to about 2,000 feet. Length is 10½ miles.

2.—That no extensive repairs are done to the road until all the metal required for the year has been broken and piled. If the road becomes very bad, then repairs are taken in hand at once. Drains and jungle are cut and cleared just before the first monsoon; they are done again with what little balance there may be before and during the second monsoon. The amount available is not sufficient to do them twice in the year thoroughly.

3.—In this district only the overseer himself, there being no kanganies, except in two cases where Tamil labour is used, the whole of course being supervised by the District Engineer.

4.—The proper working hours are 6.30 to 11 A.M. and 1 to 5 P.M., but it is very rare to find coolies at work before 7 and they often leave at 4:30. This refers to the daily-paid labour; men really working on contract come regularly, and only take about one hour for "rice" instead of two.

5.—The average quantity of stone broken by an able-bodied cooly is six bushels; more is done at times by Tamil coolies.

6.—Five cents a bushel, sometimes 6 cents if it is a hard stone to break. This amounts to Rs. 3·30 per cube of 66 bushels. Size of metal 2 in. Work done on agreement. There are no real contractors here with large labour forces. The metal is first measured by the overseer (or is supposed to be) and by the District Engineer before any payments are made to the parties concerned.

7.—Cost is Re. 1·25 per cube.

May I be allowed to add that since I have been in the Public Works Department (ten years) I find that wages and materials have greatly increased, also the value of rice for coolies. I used to get coolies at 30 and 32 cents easily, and now you cannot obtain them for less than 34 to 38. Plumbago pits pay coolies well, in this manner: a cooly will get according to his work Re. 1 to Re. 1·50, and he works in the pit 24 hours (night and day) and is fed free by the owners; he then goes away for 24 hours and comes to work again as before.

Local materials have risen in price: bricks, which used to be Rs. 8 per 1,000, are now Rs. 15; same with tiles; lime was 12 cents per bushel, it is now 18 cents; timber, especially jak, has greatly risen owing to the great demand, and supply being limited for ordinary scantlings. It used to be Re. 1·40 per cubic foot, and it is now Rs. 2 and upwards. Imported materials have greatly increased, which of course affects roads and works where construction is going on, such as bridges, fittings to buildings, &c.

A. E. CALDICOTT,
District Engineer.

Matara, April 2, 1900.

18.—HAMBANTOTA.

1. Road from Tangalla to Hambantota: length, 26 miles; is metalled throughout within recent years; no foundation; ground sandy in some places, hard earth in others. Road much exposed; no shade. Road improving every year as coating of metal is increasing in thickness. At present, the weather being dry, the road is in good order. Cost per mile for upkeep in 1899 was Rs. 604·39. The amount of traffic at Tangalla and Ranna was 3,500 carts per month, but it was much less than this at the Hambantota end of the road.

Road from Hambantota to Tanamalwila: length, 28 miles; is a fairly flat road or with easy gradients; has been recently metalled as far as the 21st milepost and gravelled from the 21st to 28th. The country through which road runs is sandy and exposed; there is a little shade from 16th to 28th miles; there is no foundation to the road except in a few places laid last year. This road is improving each year as the sandy surface becomes covered with metal. At present, the weather being dry, the road is in fair order. The cost per mile for upkeep in 1899 was Rs. 604·39, but this expenditure has only been for the last three years. When a gravel road in 1895 the upkeep was Rs. 190 per mile. The approximate amount of traffic on this road in 1899 was 2,500 carts per month.

Road from Weerawilla to Kirinda: length, 11 miles; metalled for 5 miles and gravelled for 6 miles. This is a new road, is fairly flat, no foundations, but ground is hard and fairly free from sand. There is some shade, and the road is generally in good order. The cost per mile for upkeep in 1899 was Rs. 265, and the traffic was approximately 350 carts per month, but this was chiefly on the section between Tissa and Weerawilla, which is metalled.

Road from Weligatta to Bundala: length, 5½ miles, gravelled throughout; runs through sandy soil for 4 miles, which is in bad order; is a hilly road and badly traced; road used only for transport of salt from Bundala; road much exposed, no shade. Cost per mile for upkeep in 1899, Rs. 144·64. Amount of traffic, 2,000 carts per month.

Liyangahatota road: length, 11 miles. Road leaves the Hambantota and Tangalla road at 138 miles; is gravelled throughout; is fairly flat and in good order generally, but subject to floods in places, and embankments are sometimes breached and road covered with water from irrigation channel. The cost per mile for upkeep in 1899 was Rs. 149·80, and the amount of traffic 600 carts per month.

Lewaya road: length, 2½ miles. This is a road which leaves the Tanamalwila road at the 72nd milepost and passes round the margin of a lewaya, again joining the Tanamalwila road at 3¼ miles. The road is flat and goes over sandy ground; there is no foundation, and the road, though it has been metalled, is never in very good order. This road is to serve two salt lewayas, but is used much as a shorter way for reaching Hambantota than by the Tanamalwila road. The cost of upkeep per mile in 1899 was Rs. 398·79, and the number of carts per month travelling over the road is 2,500.

2.—The system adopted for keeping metalled roads in order is as follows. During the months of January to July metal is collected and piled along the roadside in cubes; these cubes are measured by me each month as reported. If there is any rain during these months a section of two or three miles, when the full quantity of metal is collected, is taken in hand and the road is picked up and the wheel tracks metalled and consolidated. At the same time the sides of the road are slightly cut down and the silt and sand removed from the side drains. If there is no rain general repairs are not carried out, but the holes which come on the road are filled up with metal and stamped down.

Immediately after the wet weather is over all jungle is cleared and silt removed from side drains and small repairs to culverts and bridges are carried out. Generally speaking, the only work done in wet weather is laying and consolidating metal, while in dry weather metal is broken and piled on the road.

The consolidation of the metal is carried out in this district in the months of November, December, and January chiefly.

As regards gravel roads, a similar system is adopted, except that the gravel is laid at the end of the wet weather when possible, so that it may not remain long in a soft state, and so that there may be less chance of its being washed off by rain or heavy floods.

3.—As regards supervision, there are overseers in charge of certain sections of the roads (from 8 to 12 miles in length), and all work done on these sections is under the supervision of the overseer in charge of the section.

The accounts for work done are submitted by the overseer each month, together with a statement of the work done and the rate for each item. A check-roll is kept by the overseer and all coolies' names are entered in this, except those who are breaking metal under agreement.

Those who break metal on agreement are also under the supervision of the overseer, and they are paid according to the amount of metal broken. They work in parties, each being under a head cooly or kangani, who draws the money for his party on a voucher, which he signs.

I myself visit the working parties during the month and count the coolies at work and measure the work done; the frequency of my visits depends on the nature of the work being done and the extent of the expenditure.

4.—The regular working hours are from 6.30 to 11 A.M. and from 1 to 6 P.M.

5.—The average quantity of stone broken into metal by a good cooly in a day is 20 cubic feet.

6.—The price per cube paid for broken stone is as follows :—

	Rs.	c.
Blasting and sledging, including cost of powder and fuse	2	50
Breaking into 2-inch metal	3	0
Loading into cart and transporting for one mile	1	50
Piling on roadside	0	25
	7	25

For every additional mile of transport add 25 cents per cube.

The metal is broken to pass through a 2-in. ring. The work is done altogether under agreement in this district. The metal is measured and passed by myself.

7.—The average cost per cube for transporting metal in this district is Rs. 2·25.

WALTER C. PRICE,
District Engineer.

19.—BATTICALOA.

1.—Statement of Roads.

Name of Road.	Length in Miles.			Cost of Maintenance during 1899.			Average cost per Mile.		Traffic: Average Number of Carts per Diem over Portions.		Description of Road.
	Gravelled.	Metalled.	Total No. of Miles.	Gravelled.	Metalled.	Total Cost.	Gravelled.	Metalled.	Gravelled.	Metalled.	
				Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.			
Coast road north, Batticaloa District	26½	20½	47·00	6,722 70	12,818 13	19,540 83	253 68	625 27	5	20	This road commences at the Batticaloa Kachcheri and ends at the Verugal-aru. It is 47 miles in length, 20½ miles being metalled and the rest gravelled. It connects Batticaloa with Trincomalee and Kalkuda and passes through the villages of Eraur and Vallachenai.
Madura-oya to Eraur, *i.e.*, the Badulla-Batticaloa road	Nil	44¼	44·25	Nil	27,365 53	27,365 53	Nil	618 38	Nil	25	This road commences at Shengaladi on the 9¼ miles of the North Coast road and terminates at the Madura-oya. It is 44¼ miles in length, is metalled throughout, rises 467 feet in that distance, and is the coach route from Batticaloa to Badulla and Colombo.
Kalkuda road ...	Nil	3½	3·50	Nil	2,582 28	2,582·28	Nil	737 79	Nil	10	This road commences at the 17th mile of North Coast road and extends for a distance of 3½ miles. It is metalled throughout, and connects the winter port of Kalkuda with Batticaloa.

Name of Road.	Length of Miles.			Cost of Maintenance during 1899.			Average Cost per Mile.		Traffic; Average Number of Carts per Diem over portions.		Description of Road.
	Gravelled.	Metalled.	Total No. of Miles.	Gravelled.	Metalled.	Total Cost.	Gravelled.	Metalled.	Gravelled.	Metalled.	
				Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.			
Pankudaveli road ...	1½	Nil	1·50	130 63	Nil	130 63	87 5	Nil	3	Nil	This road commences at the 90¼ mile of the Madura-oya - Eraur road and connects the village of Pankudaveli on the northern bank of the Batticaloa lake with that road and a vast track of paddy fields watered by Rukam tank.
Road from rest-house to bar jetty, Batticaloa	3	Nil	3·00	1,269 88	Nil	1,269 88	423 29	Nil	5	Nil	This road commences at the resthouse, Batticaloa, and extends to the bar jetty, a distance of 3 miles. Gravelled throughout. It connects Batticaloa with the round-the-island steamer, which anchors outside the bar.

NOTE.—The traffic return is only approximate, as no counting has been done at night when a great traffic takes place.

2.—The system adopted in keeping the roads in proper order is that of metalling or gravelling, as the case may be, once a year when we can avail ourselves of the rains to consolidate. As the quantity of metal on these roads is not sufficient for annually metalling the full breadth of the road-way, the wheel tracks are metalled to a breadth of 2 ft. 6 in. on the North Coast and Kalkuda roads and 3 ft. 4 in. on the Badulla-Batticaloa road. The hills are full metalled wherever possible, and patching indiscriminately here, there, and everywhere is strictly discountenanced, the endeavour being to get long lengths of tracking. Attention is paid to the shape of the road so as to rapidly drain off rain water into the side drains, which are cut and kept clear.

3.—An overseer is placed in charge of every ten miles of roads, and supervises the coolies working thereon. He has written instructions issued to him with his check-rolls. At the beginning of each month he is visited by the District Engineer, who checks the labourers marked on his check-roll, and issues orders verbally for other works that he may deem necessary and expedient for the welfare of the road.

4.—The regular working hours are ten.

5.—The average quantity of stone broken up for road metal by an able-bodied cooly drawing 60 cents per day is about ten bushels per day.

6.—The average price paid per cube for road metal in the Batticaloa District is Rs. 8·25, including transport and piling. It is broken to pass through a 2-inch ring, and the work is done on check-roll. All metal is measured, passed, and paid for by the District Engineer.

7.—The average cost of transport of road metal is Re. 1 per cube per mile.

Batticaloa, March 31, 1900.

E. H. VANDERSTRAATEN.
District Engineer.

20.—TRINCOMALEE.

1.—The following is a list of the roads in my charge :—

(*a*) Trincomalee to Kituluttu : This is the main coach road from Trincomalee to Kandy. It is metalled throughout. There are no villages on it, the road passing through jungle all the way from the 2nd milestone to Kantalai tank, where it runs along the bund, and again through jungle to 29th milestone (boundary of district). The road has an average width of 14 ft., of which 10 ft. are metalled. Very few portions of the road are on level ground, as the trace mostly follows the natural contour of the country, which is hilly, especially on the first four miles. There are four large timber-decked bridges and several small ones, besides a large number of iron bridges and masonry culverts. The amount of traffic is approximately 720 carts per month, mostly large Dambulla and Matale carts and timber carts carrying felled trees. Cost of upkeep per mile, Rs. 389·65.

(*b*) Trincomalee-Anuradhapura road : length, 22½ miles. Begins on 3rd mile of Kandy road and runs through thick jungle all the way to 25th milestone (boundary). The road is gravelled throughout ; average width 16 ft., but in many places only 8 ft. The road is fairly level throughout, following the contour of the country, with very few cuttings, though on many miles it is embanked.

The amount of traffic is approximately 390 carts per month. Cost of upkeep per mile, Rs. 222·22. The road is annually damaged by the floods which sweep across the country. There are no resthouses on the road.

(*c*) North Coast road: incomplete. From 47th milestone (Veyal-ar) to 57th milestone, (Kilivetty) the track is mostly heavy sand and is annually scoured by floods. The place is mostly scrub jungle and sand and unhealthy. The men die off with dysentery and fever. At Kilivetty there is a ferry. From 57th milestone to 66th milestone (Muttur) the road is gravelled and completed. At the 66th milestone is the village of Muttur, from which the large native sailing boats carry all the supplies and passengers to and fro across the outer bay between Trincomalee and Kottiyar. From 67th milestone, opposite Muttur, the track runs along the shore round the outer bay crossing four large waterways, including the Mahaweli-ganga, until it reaches Kiniyai. This portion is merely a cleared sandy track with little or no traffic. From Kiniyai the road is gravelled and complete to its junction with the 4th mile of the Kandy road. The Coast road commences again at Trincomalee and runs north to Kokilai, 40 miles. It is gravelled for 10½ miles. Beyond this it is merely a track with very little traffic, the track passing over heavy sand and through lagoons and backwaters. The country is all sand, scrub jungle, and rocks. The cost of upkeep per mile is Rs. 109·85, but this includes the upkeep of the old Coast road by the Provincial Road Committee. Total length, 90·12 miles. Traffic approximately 480 carts per month.

(*d*) Nilaveli Salt Store road: a short branch road, ·61 mile in length, leading from the Coast road to the Nilaveli salt store. Gravelled throughout. About half of it is on an embankment across a swampy plain. The amount of traffic is approximately 60 carts per month. Cost of upkeep per mile, Rs. 352·46.

(*e*) Gravets roads in Trincomalee: 5·40 miles gravelled roads in the town. The amount of traffic is approximately 1,500 carts per month. Cost of upkeep per mile, Rs. 223·14.

2.—The system adopted for keeping the roads in proper order is as follows. A force of coolies under overseers is kept on the roads. These coolies live in lines at various points on the roads and execute the repairs. On the metalled roads the coolies are employed in the dry weather in breaking and piling metal, repairing the bridges and culverts, clearing jungle, &c. As this is a hot, dry district very few repairs can be executed to the road surface during the dry weather on account of the difficulty in picking up the road and the scarcity of water. The road is kept as clear as possible of loose metal, old coolies, boys, and women being employed for this work, and also for clearing up the stones, bricks, and rubbish daily left by carters halting their carts on the roads. In the rainy season the repairs to the road surface are carried out, the worn places being marked out and picked up in neat patches to a depth of about two inches. The old metal is removed and screened and some of it replaced, and the new metal spread on top and rolled. When the metal has been rolled to a smooth and hard surface, the metal is blinded with small screenings fom the cubes and with gravel and watered and rolled until perfectly smooth and level.

On the gravel roads the gravel is excavated and screened in the quarries and piled on the sides of the roads at even distances apart. The repairs are mostly carried out in the wet season, as the gravel rolls in and binds better when damp. The gravel is spread in the worn parts and raked and rolled until smooth and firm. The side drains and culverts are cleared when necessary and the side jungle and bushes on the sides of the road cleared.

3.—The work on the roads is supervised by overseers, who receive their instructions from me. The work is visited as often as possible and orders given on the spot as well as written on the check-rolls.

4.—The working hours are from 6 A.M. until 4 P.M.

5.—The average quantity of stone broken for road metal by a metal breaker per diem is six bushels.

6.—The price paid per cube for broken stone for road metal is Rs. 9. This rate includes every charge: cost of powder, steel, transport, superintendence, &c. The stone is broken to one and a half inches. The work is done both on check-roll and on agreement. The metal is measured and passed by me.

7.—The average cost of transport of road metal per cube is Re. 1 per mile.

R. S. CARTE,
District Engineer.

21.—KALMUNAI.

1.—Statement of Roads.

Name of Road.	Length.	Description.	Carts per Month.	Cost per Mile.
	Miles.			Rs. c.
South Coast	98	48 miles track metalled; tracks, 2 ft. 6 in. each in width 18 miles gravelled ... ... 32 miles natural track	3,750	177 91
Kalmunai-Chadayantalawa ...	7½	2 miles track metalled; tracks, 2 ft. 6 in. each in width 5½ miles gravelled	3,225	192 99
Karativu-Irrakamam ...	13	9 miles track metalled; tracks, 2 ft. 6 in. each in width 4 miles gravelled	2,400	183 64
Arasady-Malkumpuddy ...	3¼	Gravelled	2,125	227 3
Akkaraipattu-Sakamam ...	11½	6 miles track metalled; tracks, 2 ft. 6 in. each in width 5½ miles gravelled	635	174 57
Akkaraipattu-Irrakamam ...	1	Gravelled	65	189 18
Potuvil-Mupane ...	15½	8½ miles gravelled ... ... 7 miles natural track	265	124 65

2.—At the commencement of the wet season track-metalling (2 ft. 6 in. tracks) is commenced and carried out continuously where the metal is sufficient; when the metal is insufficient, the worst portions of the track are selected for re-metalling. The 2 ft. between the tracks and the portion to road outside are gravelled. Any damage occurring during the year is attended to, if water can be procured for consolidation.

3.—The coolies are under the immediate supervision of an overseer, and the working parties are visited as often as possible by the District Engineer.

4.—Regular working hours are from 6 to 11 A.M. and 1 to 5.30 P.M.

5.—Ten cubic feet per diem can be broken by an experienced cooly.

6.—The price paid does not exceed Rs. 5·11 per cube. This price includes all labour. The rate for breaking metal from stone ready blasted is Rs. 3·50, and does not include piling. The metal is broken to pass through a 2-in. ring. The work is done on check-roll. The metal is measured by the overseer when piled, and measured and passed by the District Engineer when on circuit.

7.—Average cost per cube is Rs. 3·74.

T. S. EDGE,
District Engineer.

Kalmunai, April 2, 1900.

22.—KURUNEGALA.

1.—The roads in my charge are :—

	Miles.
Kurunegala-Nikaweratiya	25
Padeniya-Siyambalagama	33¼
Kurunegala-Beligamuwa	22
Kurunegala-Galagedara	13½
Kurunegala-Polgahawela	12

and a few of the roads in the town of Kurunegala.

Kurunegala-Nikaweratiya road : metalled surface with steep gradients in parts. The rivers and streams are substantially bridged. The traffic is estimated at between 1,200 and 1,500 carts a month, and the cost of upkeep per mile, inclusive of all charges, is Rs. 444·05.

Padeniya-Siyambalagama road : metalled surface with fairly steep gradients in parts. Originally a gravel road, but the quantity of metal used has been insufficient to establish a foundation, and the road is being constantly cut up in wet weather. The minor streams have been bridged, but three rivers have to be forded to reach the boundary of the Province. The traffic on this road is estimated at about 2,000 carts a month, and the cost of upkeep, inclusive of all charges, is Rs. 240·02 per mile.

Kurunegala-Beligamuwa road : Of this road, 17 miles are metalled and 5 miles gravelled. The road is hilly in parts, the gravel portion having some steep gradients. The rivers and streams are substantially bridged. The traffic is estimated at about 1,500 carts a month, and the cost of upkeep, inclusive of all charges, is Rs. 311·22 per mile.

Kurunegala-Galagedera road : metalled surface with easy gradients. It is substantially bridged. The traffic is estimated at between 1,600 and 1,800 carts a month, and the cost of upkeep, inclusive of all charges, is Rs. 444·13 per mile.

Kurunegala-Polgahawela road : Metalled surface with easy gradients. It has been substantially bridged. The traffic is estimated at about 1,200 carts a month, and the cost of upkeep, inclusive of all charges, is Rs. 336·96 per mile.

2.—The system of road upkeep that I adopt involves particular attention being paid to surface and side drainage and metalling the road surface. The roadway is kept sufficiently barelled to carry off all water into the side drains, thereby avoiding as much as possible scour to surface, and this work is done, as far as practicable, before the monsoon rains set in and the work of metalling commenced. In metalling the road surface the rule is to distribute the metal to the best advantage over the section of road to be treated, by apportioning to each mile a greater or less amount of metal according to the condition of the surface. When repairs are commenced the road is picked up in the shape of rectangular ruts to a depth of 3 inches, the ruts are then cleaned, and the new metal, mixed with the available old, put in and rolled *tight* into the ruts. Over this is put a blinding material of grit and small stones (taken from the excavated rut) sifted free of sand. Rolling again is done until the whole has been thoroughly consolidated into the ruts. The sand from the siftings is thrown clear of the road to ensure it from being used as additional blinding material.

3.—The immediate supervision of a section of road, which varies from 10 to 15 or 20 miles according to its importance, consists of an overseer (with a kangani under him), who sees and is responsible that the District Engineer's instructions are carried out. The coolies' names are entered by him on the check-roll, and he gives them their names each day according to the work done, initialling the column for the day after the last name. The District Engineer visits the section two or three times a month, according as the nature of the work demands his attention, and measures and passes or not the work performed. Instructions are then given as to what is to be done next. It is often necessary for the District Engineer to spend some time on the road, prolonging his visit for two or three days, directing the overseer and coolies in regard to work that they do not understand, and initiating them into a proper system of working.

4.—The regular working hours are between 6 and 11 o'clock A.M. and 1 and 5 o'clock P.M. It very much depends however upon how far the cooly lives from his work, and often the coolies have to walk four or five miles from their lines to work. It is however to the interest of the cooly to get to his work as early as possible, as payments are made according to the task performed. There are

small works of a miscellaneous nature that are necessary at times which cannot be regulated by task work, but the cooly is tasked in every case where it is practicable to do so. This is what I insist on.

5.—An able-bodied cooly will break from 12 to 15 cubic feet of metal a day for road work during working hours.

6.—The price paid for stone broken for road metal, exclusive of cost for transport and piling on the roadside, is Rs. 4·93 per cube. The metal is broken to a size that will pass any way through a 2-in. ring, and is paid for by me on check-roll. The metal is measured and passed by myself.

7.—The average cost of transport of road metal is Re. 1·07 per cube in this district.

R. CRABBE,
District Engineer.

23.—PUTTALAM.

1.—Statement of Roads.

Name of Road.	General Description.	Length in Miles.	Approximate Amount for Vehicular Traffic per Month.	Cost of Upkeep per Mile per Annum.
				Rs. c.
Akkaraipattu road (Puttalam to Kalpitiya)	The first 5-8th mile is metalled in wheel tracks ; remainder gravelled and coral-stoned in wheel tracks. Foundation is of coral-stone pitching. The road is practically dead level throughout its entire length.	25·00	600	293 53*
Kurunegala road (Puttalam to Nikaweratiya)	A metalled road, passing through a very dry uninhabited district. Water very scarce for consolidating purposes ; has to be transported long distances. Metal fairly plentiful ; greatest distance of transport 5½ miles, average about 2 miles. Puttalam end undulating, remainder level.	29·00	1,500	475 11†
Anuradhapura road (Puttalam to Kala-oya)	Metalled. Passing through very dry district. Water scarce, and has to be transported long distances for consolidating purposes. Metal has to be transported about three miles on the average.	23·50	900	424 27
Battulu-oya road (Puttalam to Battulu-oya)	Ten miles metalled ; 10½ miles gravelled. Passes through a very dry and uninhabited district. Fresh water for consolidating purposes difficult to procure, and has to be transported long distances. Metal has to be transported an average distance of five or six miles, maximum ten miles. Gravel about five miles. Road level throughout entire length.	20·50	750	362 5
Madurugama road (Puttalam to Madurugama)	Two miles metalled, 9 miles gravelled, and 30 miles natural road. Passing through a very dry and uninhabited district. Water has to be transported some distance for metal consolidation. Gravel has to be transported on the average about three miles. Road level.	41·00	200	67 95
Salt stores and town roads ...	Metalled. Metal has to be transported an average distance of 6½ to 7 miles.	10·50	1,950	450 3
Kiriankallai road ...	Gravelled. Dry district. Transport 2 miles.	·83	30	227 74
Service road (connecting Kurunegala and Battulu-oya roads)	Gravelled. Transport 2½ miles.	4·00	100	198 30

* The foundation under wheel tracks has worn away almost entirely. No metal or gravel is obtainable along this road ; only coral, which is of little value, as it soon powders. After the annual pilgrimage in July to St. Anna's church this road is practically impassable, as about 3,000 carts pass over it at that time.

† Traffic chiefly of salt from Puttalam salt pans.

2.—Repair ruts and holes as they appear. Metal or gravel wheel tracks throughout entire length of road once per annum, omitting portions which are in good condition. Clear jungle and side drains throughout annually ; side drains twice if required.

3.—Direct supervision. A kangani over each gang of coolies, and an overseer in charge of from 10 to 12 miles of road, visiting gangs alternately. General supervision of the District Engineer.

In the district from which I have been very recently transferred it was not possible, as a rule, to visit each road more than once a month.

4.—6.30 A.M. to 5.30 P.M. with two hours off for meals; *i.e.*, between 11 A.M. and 1 P.M.; 9 hours net.

5.—Fifteen cubic feet on an average is broken during the regular working ; 20 cubic feet is a maximum.

6.—(*a*) Rs. 5·37 per cube, including everything except transport.

(*b*) The standard is 2 in. to pass through a 2-in. ring all ways. This standard is not always adhered to.

(*c*) Agreement and on check-roll, the latter in this district.

(*d*) By the District Engineer.

7.—Average cost of transport of road metal, Rs. 4·09 per cube. At an average rate of 75 cents per mile per cube.

B. K. ADAMS,
District Engineer.

Puttalam, March 29, 1900.

24.—CHILAW.

1.—Statement of Roads.

No.	Name of Road.	Length in Miles.	Number of Miles track-metalled.	Number of Miles gravelled.
1	Toppu to Battulu-oya	35	32 (27th to 59th mile)	3* (59th to 62nd mile)
2	Bo Tree	1¼	1¼	—
3	Madampe to Dumalasuriya	6	6	—
4	Nattandiya to Marawila	3	3	—
5	Chilaw to Wariyapola	32	16	16
6	Pilakatumulla	2	—	2

* The three miles gravelled are to be track-metalled during the current year.

Table showing Amount of Traffic and Cost of Upkeep per Mile.

No.	Name of Road.	Amount of Traffic per Day. Carts.	Cost of Upkeep per Mile. Metal. Rs. c.	Gravel. Rs. c.
1	Toppu to Battulu-oya	41·74	713 62	188 0
2	Bo Tree	21·81	360 0	—
3	Madampe to Dumalasuriya	79·08	325 16	—
4	Nattandiya to Marawila	44·50	509 33	—
5	Chilaw to Wariyapola	9·74	477 22	166 49
6	Pilakatumulla	11·14	—	160 0

General Description.

(1) Toppu-Battuluoya road (27th to 62nd mile from Colombo).—This road is a continuation of the Colombo-Negombo road, and is known by the above name from the Toppu bridge over the Maha-oya (5 miles north of Negombo) to the Battulu-oya (12 miles north of Chilaw). It has an almost due northerly course, following the line of the seacoast a mile or more inland. From Toppu the road runs almost entirely through cocoanut land as far as the 40th mile (two miles south of Madampe), and is fairly thickly populated, there being buildings of sorts almost uninterruptedly along the whole line of road. The road on this section is cut to the level of the surrounding country. From the 40th to 42nd mile the road is on embankment, running through large tracts of paddy lands. From 42nd to 53rd mile the road runs through cocoanut land on embankment nearly the whole way. The population on this section is thin, except where the road passes through the town of Chilaw (50th mile). From 53rd to 62nd mile (Battulu-oya) the road continues for the greater part on embankment through waste land, jungle, with a few cocoanut and plantain estates interspersed here and there.

Table showing Principal Towns and Villages on Line of Road, their Approximate Population, and Position.

Name of Town or Village	Approximate Population.	Position between Miles.
Nainamadama	1,900	29 and 30
Dummaladeniya	838	30 and 31
Vennapuwa	1,395	32 and 33
Mudukatuwa	1,605	35 and 36
Marawila	920	35 and 38
Mahawewa	500	39 and 42
Madampe	344	41 and 43
Pambala	305	43 and 45
Kakkapalliya	171	45 and 46
Bandarawatta	5	46 and 47
Inegodawela	153	47 and 48
Merawela	226	48 and 49
Chilaw	3,738	49 and 51
Thimmilla	145	51 and 52
Bangadeniya	82	54 and 55
Rajakadaluwa	76	55 and 57
Battulu-oya	230	61 and 62

Table showing Principal Rivers crossed by Road and their Width and Nature of Bridge.

Name of River.	Span. ft.	Nature of Bridge : Timber or Iron.
Maha-oya (Negombo District)	—	(Toppu bridge, iron bowstring girder)
Gin-oya	210	Iron
Mahawewa	135	do.
Kadupitiya-oya	158	do.
Deduru-oya	578	do.
Lunu-oya	140	Timber
Sengal-oya	98	do.
Palaniebbe	95	Iron

(2) Bo Tree road, 1¼ mile.—This is a branch road running in a westerly direction connecting the Madampe-Dumalasuriya road at 38¼ miles with the Toppu-Battuluoya road at 43¾ miles. It runs entirely through cocoanut lands, and is cut on the same level as the surrounding country. There is no village of any importance nor bridge in the line of road.

(3) Madampe-Dumalasuriya road, 6 miles.—This is the road connecting Madampe with Kurunegala and running in a westerly direction. It runs principally through cocoanut lands and in places through short tracts of paddy lands, and is formed mainly to the same level in the surrounding country. There are no bridges of any importance.

Table showing Principal Villages, their Position, and Approximate Population on the Line of Road.

Name of Village.	Approximate Population.	Position between Miles.
Madampe	344	39 and 40
Uraliagara	456	38 and 39
Galmuruwa	177	34 and 35
Dumalasuriya	80	34 and 35

(4) Nattandiya-Marawila road, 3 miles.—This is a road running in a westerly direction connecting the Toppu-Battuluoya road at 37th mile with Nattandiya and the Colombo-Puttalam canal. It runs entirely through cocoanut land, and is formed to the same level as the surrounding country. It is continued beyond the three miles of metalling as a minor road and joins the Kompaspara.

Table showing Principal Villages, their Position, and Approximate Population on the Line of Road.

Name of Village.	Approximate Population.	Position between Miles.
Marawila	920 ...	2 and 3
Wirahena	379 ...	1 and 2
Nattandiya	568 ...	0 and 2
Kakulwadiya	133 ...	0 and 1

Table showing Principal Rivers crossed by Road and their Width and Nature of Bridge.

Name of River.	Span. ft.	Nature of Bridge : Timber or Iron.
Canal	42 ...	Iron

(5) Chilaw-Wariyapola road, 32 miles.—This is the road connecting Chilaw with the Kurunegala-Puttalam road, 12th mile, and running in a westerly direction. From Chilaw to 1st mile it runs through a large tract of paddy lands on embankment; from 1st to 2nd mile through Munnesseram tank on embankment; from 2nd to 8th mile through cocoanut and plantain estates; and is formed to the level of the surrounding country. The 8th mile is the end of the first section of metalling. From 8th to 20th mile the road is gravelled and runs through waste lands and small cocoanut estates and paddy fields. From 20th to 22nd mile the road is again metalled and runs through paddy lands on embankment. From 22nd to 26th mile the road is gravelled and passes through waste lands and small estates. From 26th to 32nd mile the road is metalled and runs through small estates, cut up by tracts of waste lands. The country on the line of road is thinly populated throughout, owing probably to its dryness. Numberless little tanks exist along both sides of the road.

Table showing Principal Rivers crossed by Road and their Width and Nature of Bridge.

Name of River.	Span. ft.	Nature of Bridge: Timber or Iron.
Kolomunu-oya	40 ...	Iron piles and wooden platform

Table showing Principal Villages, their Position, and Approximate Population on the Line of Road.

Name of Village.	Approximate Population.	Position between Miles.	Name of Village.	Approximate Population.	Position between Miles.
Munasseram ...	321 ...	1 and 2	Mannawa ...	90 ...	12 and 13
Tittakade ...	81 ...	2 and 4	Dalupota ...	37 ...	12 and 14
Munkandaluwa ...	256 ...	3 and 4	Koswatta ...	117 ...	13 and 14
Paruppamulla ...	75 ...	4 and 5	Halmillawewa ...	54 ...	14 and 15
Makunuwatawana ...	102 ...	4 and 5	Kaliyawa ...	50 ...	18 and 19
Kunuketiya ...	33 ...	5 and 6	Hettipola ...	147 ...	19 and 21
Wilattawa ...	45 ...	7 and 8	Ambagolla ...	140 ...	26 and 27
Thalgaspitiya ...	39 ...	8 and 9	Medagama ...	82 ...	28 and 29
Bingeriya ...	80 ...	9 and 10	Rambawa ...	82 ...	29 and 30
Mukalanhena ...	50 ...	10 and 11	Malwana ...	68 ...	29 and 30
Bowatta ...	72 ...	11 and 12	Wariyapola ...	309 ...	31 and 32

(6) Pilakatumulla road, 2 miles.—This road runs in a westerly course from Walahapitiya, a village on the Colombo-Puttalam canal, four miles south of Madampe, to the village of Pilakatumulla and a mile beyond, where it comes to an abrupt termination at the gates of a cocoanut estate. Throughout its whole length it runs through cocoanut lands. It is gravelled, and is formed to the level of the surrounding country. There are no bridges on the road.

Table showing Principal Villages, their Position, and Approximate Population on the Line of Road.

Name of Village.	Approximate Population.	Position between Miles.
Walahapitiya	867 ...	0 and 1
Pilakatumulla	166 ...	1 and 2

2.—The following is the system adopted in this district for keeping the roads in good order. All roads are repaired throughout once a year. During the first half-year the materials for effecting the repairs, metal and gravel, are piled along the length of the roads, and in the latter part of the year, when the wet season has set in., the repairs are carried out thus: (*a*) All mud and dust, as the case may be, is removed from the worn surface by scraping with a mamoty; (*b*) The rut is then picked up to a depth of not less than 2 inches at its most worn place, the bottom of the picked up portion being made level with straight perpendicular sides; (*c*) All the loosened or picked up materials from the rut is removed and heaped by the roadside. From this material the large old metal is separated by hand and thrown back into the rut; the new metal is then carefully packed in until the surface is level with rest of the roadway. This is then rolled down well until the metal is firm, and then the small old worn metal is added and packed in between the spaces of the new metal, and above this the remainder of the old material removed from the rut is spread over the whole of the repaired surface, which is then rolled until thoroughly consolidated. (*d*) The horizontal shape of the picked up portions of the roadway is in every case rectangular (no irregular or rounded off ends and sides being allowed).

3.—The supervision of coolies is entrusted to overseers and kanganies. Every road is divided into sections varying from 6 to 12 miles in length, and an overseer is in charge of each section. Under each overseer are kanganies, the number varying according to the size of the labour force, who are each in charge of a gang of coolies.

4.—The regular working hours are from 7 to 11.30 A.M. and 1 to 5.30 P.M., equal to 9 hours.

5.—The average quantity of metal broken by an able-bodied cooly per day of 9 hours is from 12 to 14 bushels.

6.—The price paid per cube for broken stone for road metal is Rs. 5·60. The metal is broken to such a size that it may pass any way through a 2-in. ring The work of breaking metal in this district was done until within the last two months under agreement. It is now done on check-roll. The metal is measured and passed by the District Engineer.

7.—The average cost of transport of a cube of metal in this district is Rs. 3·50.

March 31, 1900.

A. F. CHURCHILL,
District Engineer.

25.—DANDUGAMUWA.

1.—Statement of Roads.

Name of Road.	Cost of Maintenance per Mile.	Length in Miles.	Average Number of Carts per Month.	General Description.
	Rs. c.			
Kurunegala to Giriulla ...	330 23 ...	22 ...	1,560 ...	Track-metalled. This was a gravelled road up to the year 1890, from which time it has been only partially metalled with a small allowance of metal ; the present rate is only 20 cubes to each mile. This road has had no foundation, and is therefore likely to be cut up during wet weather. The district is rising in importance, and the traffic is increasing. All the bridges, except one, have planked platforms supported on iron or timber beams.
Maharagama to Polgahawela...	278 9 ...	14¼ ...	471 ...	Track-metalled. There is an allowance of 16 cubes per mile for this road, and it is in fair order. The metalling is only partial, and some portions of the road are cut up during wet weather. The traffic is considerable. There is no foundation beneath the road surface. The bridges, excepting the masonry arches, are of planked platforms supported on rolled iron girders or girders of rail iron.
Dankotuwa to Giriulla ...	473 94 ...	18 ...	1,867 ...	Track-metalled. This was a gravelled road, and converted into a metalled road in the year 1892. It was until lately in very bad condition for want of sufficient metal. Since 1898 the quantity of metal was increased from 15 to 30 cubes per mile, and the condition of the road has much improved. It is now in very fair condition. The traffic is enormous, and is on the increase. The bridges, except one which has an iron and concrete platform, are of rail iron with planks.
Narammala to Dummalasuriya	342 15 ...	22¼ ...	1,140 ...	Track-metalled. This was originally a gravelled road, but has been maintained since the year on 20 cubes of metal a mile for 12 miles, and the remaining 10 miles at 20 cubes of gravel per mile. Since 1898 the estimate was increased to allow of the gravelled section being metalled, with a special improvement estimate to track metal this gravelled section at 66 cubes per mile. This work has now been nearly completed, and almost the whole road has been metalled. The condition of the road is very fair considering it has no foundation. The bridges, except the two new iron ones at Dandugamuwa and Pallawala, are all of timber platforms on girders of iron rails.
Kompaspara ...	151 0 ...	2 ...	59 ...	Gravelled. This road forms a portion of the boundary which separated the Kandyan territory from the maritime possessions of the Dutch. Only a section of two miles from Singakuliya as far as Koshena estate is in charge of the Public Works Department, the remainder being only a cleared track passable by carts only at certain sections and maintained by the Village Committee. The section maintained by the Public Works Department is in very good order.

2.—Breaking metal during the dry months and repairing the road surface during the wet seasons, which is done by laying the metal and consolidating same by means of rolling, and watering, too, when required. The sides of the road are reduced so as to allow of the water to flow away on both sides to the side drains. The side drains are cleared of weeds and silt and the jungle is kept clear.

3.—Overseers are placed in charge of sections—in this district the sections vary from 6 to 14 miles—and these overseers supervise the labour employed under them. The District Engineer visits and inspects the several working parties as often as possible each month.

4.—The working hours are from 6 to 11 A.M. and from 1 to 5 P.M. This includes the time taken in marching from the lines or homes of the coolies to the place of work.

5.—The average quantity of stone broken by an able-bodied cooly is 10 cubic feet for a day. Even when this work is done on check-roll it is accounted for by the task performed, the quantity of work done and not the number of days being shown on check-roll.

6.—The rate paid for broken stone is Rs. 4·75 per cube for breaking to 2-in. size. This work is usually done on agreement at present, and sometimes on check-rolls as well. The metal is measured at the quarry by the overseer, and after it has been transported to the road and piled it is measured by the District Engineer and passed.

7.—The average rate for transport in this district is Re. 1·31, the average distance of transport being 1¾ mile.

E. S. DE SILVA,
District Engineer.

Dandugama, April 2, 1900.

26.—ANURADHAPURA.

1.—Statement of Roads.

Name of Road.	Length of Road. Miles.	General Description.	Average Number of Carts per Month.	Cost of Upkeep per Mile. Rs. c.
Road from Anuradhapura to Siyambalagama...	19·00	Metalled and strip-metalled 9⅝ miles and gravelled 9⅝ miles ...	345	268 18
Road from Kala-oya to Galgodahena ...	26·25	Metalled and strip-metalled ...	702	315 77
Road from Galkulam through Anuradhapura to Rambawa	18·00	Metalled and strip-metalled 16·50 miles and gravelled 1·50 mile ...	627	356 38
Outer Circular road, Anuradhapura ...	6·25	Full length gravelled ...	90	95 93
Inner Circular road, Anuradhapura ...	1·70	Metalled ·50 mile and gravelled 1·20 mile	150	192 35
Approach roads to public buildings, Anuradhapura	·90	Metalled ·43 mile and gravelled ·47 mile	500	258 2

2.—The system adopted for keeping roads in proper order is a careful distribution of metals over the road where most attention is required. This metal is spread and consolidated with a heavy roller until a smooth surface is restored. After metalling a course of "patching" is put in hand in order to remedy any minor deficiencies in the surface. Clearing out silt and deepening side drains, reducing sides to facilitate the escape of water. Clearing out waterways of bridges and culverts and jungle clearing are annually performed, and throughout the year money is spent in whatever necessary repairs the road requires.

3.—Supervision over the men employed. The labourers are daily supervised by an overseer and a kangani or head cooly, whose duty it is to keep them at work.

4.—The regular working hours are from 6 to 11 A.M. and 1 to 5 P.M.

5.—The quantity of stone broken by an able-bodied cooly is 12 cubic feet per day, excluding mining and sledging.

6.—The price paid per cube for metal broken to pass freely through a 2-in. ring is Rs. 5·25 per cube, including sledging and mining. Rs. 3·25 breaking only.

7.—The work is done on check-roll, and the metal measured and passed by the District Engineer.

8.—The average cost of transport of road metal per cube is Re. 1.

J. G. DRIEBERG,
District Engineer.

March 31, 1900.

27.—MARADANKADAWALA.

1.—Statement of Roads.

Name of Road.	Length in Miles.	Width. Ft.	Nature of Surface.	Cost of Upkeep per Mile. Rs. c.	Number of Carts daily passing over.
Central ...	29½	18	Metalled	510 27	20
Mirisgonioya-Migaswewa	10·22	18	do.	380 23	5
Habarana-Topawa	20·00	18	Gravelled	147 82	1
	7·00	18	Natural		
Migaswewa-Kituluttu	18·00	18	Metalled	271 73	3
	9·50	18	Track-metalled		
Kekirawa-Kalawewa	9·00	18	Gravelled	171 22	2
Kalawewa-Gelawela	11·70	18	do.	141 19	1

2.—Metal or gravel and shape the surface. Build bridges and culverts and cut side drains as required for drainage.

3.—Overseers paid a daily wage, who are responsible for cooly work to District Engineer.

4.—From 6 to 11 A.M. and from 1 to 6 P.M.

5.—One-fourth cube per day.

6.—Rs. 7·25 per cube broken and piled on side of road to a size so as to pass any way through a 2-in. ring. Done on check-roll. Measured and passed by the District Engineer.

7.—Re. 1.

C. F. EMERSON,
District Engineer.

Maradankadawela, March 31, 1900.

28.—MIHINTALE.

Statement of Roads.

Name of Road.	Distance of each Road in Miles.	Description of Road.	Approximate Amount of Traffic per Month. Carts.	Cost of Upkeep per Mile. Rs. c.
Rambawa-Galgondamadu	17·00	Full-metalled	600 to 700	306 13
Rambawa-Galkulam	11 87	Strip-metalled and gravelled	175 to 200	269 58
Kaloya-Galgodalena	38·25	do.	225 to 250	302 98
Madawachchiya-Yakawa	7·32	Gravelled	90 to 100	309 42
Horawapotana-Yavuniya	22·60	do.	95 to 105	134 95

2.—The system adopted is procuring materials for the first nine months and laying them on the road during the next three months.

3.—Overseers are kept to supervise coolies, &c., under the frequent supervision of the District Engineer.

4.—6 to 11 A.M. and 1 to 6 P.M.

5.—One-eighth of a cube.

6.—Rs. 7·25 per cube. 2-inch metal. This work is now done on check-roll. By the District Engineer metal is measured and passed.

7.—Re. 1·25 per cube.

Mihintale, March 30, 1900.

R. J. K. MACBRIDE,
District Engineer.

29.—BADULLA.

1.—Statement of Roads.

Name of Road.	Length.	Approximate Traffic per Month.	Average Cost per Mile.	General Description.
	Miles.	Vehicles.	Rs. c.	
Badulla-Taldena	10½	250	380 50	5½ miles metalled and in good order, 5 miles gravelled in fair order, and being improved by widening, draining, and metalling. Gradient very steep for 3½ miles and difficult to maintain. No paved foundation. Bridges and culverts in order, but not well built.
Badulla-Halpe (section from Badulla to Haputale)	25¾	2,100	932 23	Metalled throughout; in very good order. Has several steep gradients (1 in 12 and 1 in 15) for short lengths. No paved foundation, but the thickness of metal is about 1 ft. 6 in. Culverts of inferior quality of masonry in order, and some are of insufficient capacity and being replaced by small bridges. Dangerous places protected by parapets and iron fences and benches cut at sharp corners. Several places remain to be widened; portions are liable to be flooded and undermined by the Badulla-oya.
Dikwella-Madulla :—				
Cart road section	5⅛	450	654 36	Cart road section metalled; in good order; gradients require improving and road widening. No paved foundation, and metal is not thick enough to stand traffic in wet weather. Culverts in order; some dangerous places want protection. Bridle road in good order, but requires more culverts and widening in narrow places.
Bridle road section	10½	Nil	62 0	
Dikwella-Hakgala	20¼	211	322 30	Old coaching road from Nuwara Eliya to Badulla; metalled throughout; in good order. Gradients steep, and therefore surface liable to heavy wash. No paved foundation, but metal is about 1 ft. 6 in. thick. Culverts of inferior quality of masonry and difficult to maintain. Land being opened out in places, and consequently culverts are being enlarged at these places. Several dangerous places to be widened and protected by parapets and railings, but traffic does not warrant any expenditure. Road has to be kept in good order, as any mishap to the Nanuoya-Bandarawela Railway throws the traffic instantly on to this road. Most of the traffic is carried over 6 miles of the road, from Welimada to Wilson's Bungalow, only a few carts using the other miles.
Lower Badulla	15·00	—	50 0	A bridle road; in good order, except on two miles recently damaged by rain and now being repaired. Natural surface. Not much used.
Umaoya-Uda Pussellawa	9·00	—	62 22	An important bridle road; in good order, natural surface, easy gradients. More culvert required and drainage improved.

Name of Road.	Length.	Approximate Traffic per Month.	Average Cost per Mile.	General Description.
	Miles.	Vehicles.	Rs. c.	
Naula-Spring Valley ...	7·60 ...	300 ...	695 42 ...	A branch cart road; in good order ; metalled; paved foundation; easy gradients. Culverts well built and in order. Dangerous places protected. Width sufficient. Thickness of metal requires increasing to give better shape to surface.
Kumbalwella-Namunukula ...	11·00 ...	450 ...	824 24 ...	Metalled throughout ; in good order ; gradients steep in places ; paved foundation on some miles only ; where it does not exist surface liable to be cut up in wet weather. Culverts and bridges in good order. Very narrow in places and needs widening. Dangerous places not protected. Shape of road is bad. Thickness of metal should be increased.
Railway approach road ...	·18 ...	— ...	1,000 0 ...	The road is for the passenger traffic to Haputale Railway Station. Metalled and paved and in good order.
Approach roads to public buildings	1·55 ...	— ...	322 58 ...	Gravelled and in good order.
Bandarawela-Ampitiy akanda	8·00 ...	— ...	554 62 ...	New road, just being completed. Traffic not yet ascertained. Metalled throughout and paved. Culverts and bridges well built. Gradient easy. Dangerous places protected.

2.—The roads are directly in charge of overseers, who have permanent labour forces besides local labour available. Each month of the year has its particular work, and at the beginning of each month, when the check-rolls are issued, these works and the amount to be expended are noted on them. Besides this any necessary work required is noted on them when the road is inspected each month. Any urgent work is at once reported by the overseer in writing, with quantities and cost ; orders are given for it to be carried out, and the work is inspected and checked as soon as possible. As much as possible of the work is given by the job at fixed rates on agreements. At the end of each month the overseers send in their accounts, with a distribution-roll and bill of quantities and abstract of work done. This is carefully checked and passed by me, and no work is paid for unless it is handed over properly completed. Overseers accompany me on inspection over their roads to receive orders and to have faults pointed out. Plenty of supervision and attention to the smallest detail are necessary.

3.—The men are daily supervised by an overseer and by me when on circuit about once a month.

4.—The working hours are 6 to 11 A.M. and 12 to 5 P.M., equal to 10 hours.

5.—An able-bodied cooly will break during the regular working hours 14½ cubic feet of road metal per day. This includes of course mining and sledging.

6.—The cost, including value of all materials and piled at the depôts, is Rs. 7 per cube, thus :—

	Rs.	c.
Mining, sledging, and breaking and piling	4	50
Transport	1	50
Blacksmith and charcoal	0	25
Non-effective	0	25
Powder, steel, and fuse	0	50
	7	0

It is broken to pass in every way through a 2-in. ring. The work is done on agreement. The metal is measured and passed by me.

7.—The average cost of transport of road metal in the district is Re. 1·50 per mile.

Badulla, April 6, 1900.

A. R. TOCKE,
District Engineer.

30.—PASSARA.

1.—Statement of Roads.

Name of Road.	Length of Road in Miles.	Cost of Maintenance per Mile for a Year. Rs. c.	Approximate Traffic over the Road per Mensem. Carts.	Remarks and General Description.
Badulla to boundary of Eastern Province	49·50 ...	707 7 ...	1,010 ...	The whole of this road is metalled. The traffic between Badulla and Batticaloa has considerably increased owing to several new estates since 1896. The portion between Badulla and Bibile, a distance of 34 miles, is hilly.
Bibile-Medagama ...	10·00 ...	220 0 ...	80 ...	Five miles of this road are gravelled, and the rest natural track.
Bibile-Alutnuwara ...	11·00 ...	300 0 ...	160 ...	The whole road is gravelled. The road was originally badly formed, and there are very steep gradients in certain places.
Kumbalwella-Passara ...	8·25 ...	727 27 ...	210 ...	This is a newly-constructed road, metalled the whole way. There are considerable landslips every year owing to the nature of the soil (loose earth with heavy boulders at the top, and steep banks). The traffic is gradually increasing on this road.

Name of Road.	Length of Road in Miles.	Cost of Maintenance per Mile for a Year. Rs. c.	Approximate Traffic over the Road per Mensem. Carts.	Remarks and General Description.
Passara-Madulsima ...	11·25	568 88	690	The whole distance is 18¾ miles, which is divided into three sections. The whole of the road is metalled. The first section of road was badly constructed and requires further improvements. There are very steep gradients in certain places in the first section.
Veralipotana to Forest Hill ...	4·25	658 82		
Forest Hill to Dunedin Factory	3·25	600 0		
Passara-Mupane bridle path ...	9·00	61 11	Tavalam and passengers on foot and horse	This is only a horse road, the first three miles of which are very steep. There is considerable tavalam traffic on this path. This was taken over from the Road Committee by our Department early this year.

2.—MacBride system in a modified form.

3.—The different overseers in charge of works are in immediate supervision, and the District Engineer inspects the works as often as possible.

4.—From 6 to 11 A.M. and from 1 to 6 P.M., equal to 10 hours.

5.—10 cubic feet or one-tenth of a cube.

6.—Rs. 7 for a cube. Size 2 inch. Work done under agreement. Metal is measured and passed by the District Engineer.

7.—Average cost of transport, Re. 1·50 per cube.

Passara, April 6, 1900.

C. ARUNACHALAM,
District Engineer.

31.—RATNAPURA.

1.—Statement of Roads.

Name of Road.	Length in Miles.	Average Cost of Upkeep per Mile. Rs. c.	Amount of Traffic per Diem. Carts.	General Description.
Bulutota-Eraporawa ...	6·00	100 0	—	This is only a bridle road. The surface is natural, six feet wide in most parts. The condition of the road is fair.
Avisawella-Ratnapura (from Pussella to Ratnapura)	11·05	800 0	35	This road has no foundation, and consequently the metalled surface frequently gets into ruts in places; otherwise the road is in fair order.
Eratna-Kuruwita ...	8·00	48 0	—	This is a bridle road with natural surface, and is rather rough in places.
Morawaka-Rakwana ...	11·00	136 0	—	This is a bridle road with natural surface, which is in fair order. The several bridges on the road have been recently converted into iron ones.
Madampe towards Hambantota	19·25	268 0	8	The portion of this road that runs over embankments have bottoming, whereas the other portions are metalled in hard ground. The first five miles of the road, where there is some traffic, is in fair order, whereas the rest of the road is rough. Provision has been made in the estimate of 1900 for spreading gravel over the rough portion.
Ratnapura-Nambapana ...	19·75	272 0	7	The surface of this road is metalled over stone foundation, and is now being repaired yearly with metal and gravel, but the surface is rather rough owing to the small traffic it carries.
Pelmadulla-Gilgarron ...	29·00	558 0	20	The portion of this road between Pelmadulla and Rakwana (16 miles) has no foundation. The quantity of metal allowed is insufficient. and as the road is steep most of its length the surface wears out and gets into bad order.
Ratnapura-Halpe ...	45·00	764 0	52	This road is in good order from Ratnapura to Balangoda, but rather rough beyond that point owing to the small traffic it carries.
Riverside road, Ratnapura ...	1·00	745 0	100	This is situate within the town of Ratnapura, and carries the heaviest traffic. It is in fair order.
Road to District Judge's quarters	—	—	—	This is a carriage approach road with gravelled surface, which is in fair order.
Road in Government premises, Ratnapura	—	—	—	These are approach roads and carriage drives within the Government premises, Ratnapura. The surface is gravelled, and in fair order.

2.—Metal-breaking, clearing jungle, and drains, &c., are done during the dry months, and metal-spreading is done in rainy weather. Loose metal lying about the road surface is picked up frequently, and any holes that form on the road ruts are filled in and patched with metal as soon as they form.

3.—The men employed are daily supervised by overseers and kanganies, and occasionally inspected and checked by the District Engineer.

4.—6 to 11 in the morning and 1 to 6 in the evening (10 hours).

5.—About one-fifth of a cube, or 20·cubic feet.

6.—Price paid for metal ranges from Rs. 6·75 to Rs. 8 per cube, broken, transported, and piled according to locality and presence of metal quarries and quality of stone. It is broken to a 2-in. gauge, and is done on check-roll monthly. It is measured and passed by the District Engineer.

7.—Average cost of transport is about Re. 1·50 per cube.

A. H. F. CLARKE,
District Engineer.

Ratnapura, April 4, 1900.

32.—KEGALLA.

1.—Statement of Roads.

Name of Road.	Amount of Traffic per Month. Carts.	Cost of Upkeep per Mile. Rs. c.
Ambepussa to Alawwa	50 ...	100 0
Rambukkana to Dolosbage (Aranayaka)	800 ...	515 0
Kandy road, 34th mile, to Kadugannawa	1,500 ...	400 0
Kegalla to Polgahawela	1,500 ...	400 0
Kegalla to Bulatkohopitiya	800 ...	549 96
Gevilipitiya to Hatgampola	70 ...	485 0
Ambepussa to Kendeniya	500 ...	277 0
Roads in Government premises, Kegalla	30 ...	253 33

The traffic is given as per traffic returns, but as these are not accurately kept, no special men being appointed to check the number of carts, the figures are not very reliable. Upkeep cost per mile of roads varies very much with the condition of the road crust, whether thick or very thin.

2.—The system adopted for road repair is to break metal in the early part of the year, and also to improve the surface and side drainage. When all or nearly all the metal has been broken, it is spread wherever depressions exist in the road surface so as to bring these parts up to the general road level. This work is done as far as the allowance of metal will permit, so as to restore the original shape of the road. Speaking generally, it may be called a patchwork system, the allowance of metal being on most roads insufficient to lay metal over any considerable portion of the surface. The metal is laid as follows: the patch of road to be repaired is picked out to a depth of about 2 inches, or more if the rut is deeper, the patch being kept rectangular in shape with vertical sides. The metal picked out of the road is sorted; the large metal is first put back; then metal to the requisite amount to make up the surface is added, the whole is watered and rolled hard, and finally the fine screened metal picked out of the road is added to fill the spaces between the pieces of metal, and the surface rolled again.

3.—The men are supervised in their work by an overseer, if necessary on large sections a sub-overseer, and by the kanganies. The District Engineer visits working parties as often as his time will permit and checks the overseer's check-rolls as to number of coolies.

4.—The regular working hours are 6.30 A.M. to 12 noon and 1 to 5.30 P.M.

5.—The most expert breakers break about 4 cubes in 26 working days in a month. This may be taken as a maximum, and gives 15 cubic feet per diem for a single able-bodied expert breaker. An ordinary breaker breaks 10 cubic feet a day.

6.—Price paid per cube of broken metal for labour and transport is Rs. 6; including powder, fuse, steel, and baskets, &c., Rs. 7.

The metal is broken so as to pass through a 2-in. ring on an average. The work is sometimes done on check-roll, sometimes on job agreements, payment in any case being by the quantity turned out. The metal is measured and passed in the first instance by the overseer, and it is then checked by the District Engineer, who satisfies himself with regard to size of cubes, size of metal, quality, and freedom from dirt.

7.—The average cost of transport of road metal per cube per mile in this district is Re. 1·50, the district being hilly.

S. W. DASSENAIKE,
District Engineer.

Kegalla, April 7, 1900.

33.—VAVUNIYA.

1.—Kokkavil to Galkandamadu: length, 44·25 miles; nature of surface, metalled; approximate amount of traffic, 628 carts per month; approximate cost of upkeep per mile, Rs. 487·19.

Vavuniya to Parayan Alankulam: length, 22·25 miles; nature of surface, gravelled; approximate amount of traffic, 376 carts per month; approximate cost of upkeep per mile, Rs. 247.

Vavuniya to Horawapotana: length, 6 miles; nature of surface, gravelled; approximate amount of traffic, 63 carts per month; approximate cost of upkeep per mile, Rs. 120.

Mullaittivu new trace: length, 10 miles; nature of surface, gravelled; approximate amount of traffic, 46 carts per month; approximate cost of upkeep per mile, Rs. 124·70.

Mullaittivu old trace: length, 7 miles; nature of surface, gravelled, 2½ miles: natural, 4½ miles; approximate amount of traffic, 25 carts per month; approximate cost of upkeep per mile, Rs. 147·86.

2.—Follow the rules laid down in the Public Works Department Regulations and pay special attention to metal consolidation.

3.—The coolies are supervised by overseers, who have sections of road about 15 miles in length.

4.—The working hours are from 6 to 11 A.M. and 1 to 6 P.M., but when metal consolidation is going on coolies, as a rule, work without a break, and are allowed to go about 4 P.M. Where lines are at a distance from the work, then they are allowed off earlier according to regulations.

5.—Ten cubic feet metal can be broken by an able-bodied cooly per diem.

6.—Price paid for a cube of broken stone is Rs. 5·40. Size of metal broken, 2 inches. The work is done under agreement. This charge includes all such charges as sharpening chisels, carrying chisels from forge to quarry, &c. Metal is first measured by overseers in quarry and, when transported and piled, measured and passed by the District Engineer on road.

7.—Average cost of transport per cube per mile on metal road is 60 cents.

N. M. WALKER,
District Engineer.

34.—MANNAR.

1.—The following is a statement of the roads in my charge :—

(*a*) Yakkawa-Pesalai road.
(*b*) Coast road to Colombo.

The former is the chief road communication with Mannar from the outside world. It extends in two arms from the town of Mannar in opposite directions, one branching off towards the south-east as far as Yakkawa (which is the boundary of the Northern and North-Central Provinces), a village 5 miles north-west of Madawachchi, and the other towards the north-west, terminating at Pesalai.

The south-east branch is generally termed the "Mannar-Madawachchi road," the first nine miles of which are metalled and now in very good order as compared with the state of this section a few years previous, when it used to be broken up and rutty, in consequence of the absence of a firm foundation; but as fresh metal was laid on in annual succession this defect is now non-existent. The above nine miles include the causeway, 2½ miles in length, connecting the mainland with the island. A passage of 400 feet is left open for boat traffic, and this opening will be crossed by a ferry boat, which is just being completed. At present canoes are the means of conveyance across the channel (from the island to the causeway). A tidal backwater creek or an arm of the lagoon crosses this road at the 4½ mile, being about 150 feet in breadth. This is a source of great inconvenience during any time of the year for traffic, but in what is known as the rainy season here (the months of November to January) the arm rises to nearly 4 to 5 feet from bed level, seriously interfering with traffic. A causeway or light bridge is very necessary.

The 10th and 11th miles have only recently (about three years ago) been gravelled. They are in good order now. Beginning from this year these two miles are to be metalled. From the 11th milepost to the 17th milepost the road is natural, and skirts along the toe of the Giant's tank bund. It has masonry culverts built across stream crossings, and in fine weather the road is always in good condition for traffic. In very wet weather—during the months of November, December, and the early part of January—it becomes heavy and difficult for traffic. Beyond the 17th milepost to the Province boundary (45¼ milepost) the surface is gravelled.

For the first part of the above gravelled section, as far as the 26th mile, the road is generally not in such good order as the section beyond the 26th mile. The difference is generally on account of the loose soil over which the gravel was originally laid, and more particularly on account of the greater amount of traffic caused by the Giant's tank works and the extra carts going to and coming from Vavuniya.

The section beyond the 26th mile and as far as the 45¼ mile is generally in good order. The culverts and bridges are all permanent ones, the superstructure being of rubble and brick masonry and the platform of iron mostly, and a few of iron rails and planked roadway, and some of the smaller culverts being covered over with stone slabs.

There are three temporary bungalows in connection with this road, one at the 3rd mile, one at the 14th mile, and the other at the 26th mile.

The other branch extends from Mannar towards Pesalai and terminates there. The first three miles are metalled, and the remaining seven miles natural. The soil of the natural section is sandy and is generally very difficult for traffic.

A small number of stone culverts are all that this section has, with a few temporary ones. The island being only three miles in breadth, and the road running over the highest points of the land, the necessity for a larger number of culverts is absent.

Coast road to Colombo. This is a natural road. My charge is from Punaryn to Marichchukaddy, a distance of 77½ miles. The greater part of this road goes over sandy soil, which in places sink to a depth of 10 to 12 inches. The portion of this road mostly used is from Mannar to Illuppaikadavai (northwards from Mannar), a distance of 18 miles, also from Mannar towards Arippu (southwards), a distance of 14 miles.

Beyond Illuppaikadavai to Punaryn and from Arippu to Marichchukadi the road passes through dense jungle and is very seldom used.

A few temporary bridges and small masonry culverts with wooden platform are built over the stream crossing.

The large arus, or streams, are not bridged but forded.

The present road from near Mantai (9th mile, towards Punaryn from Mannar) goes over a wide tidal flat as far as Illuppaikadavai. To evade this tidal flat a deviation was made from near Mantai to Illuppaikadavai on higher ground. The deviation is not yet completed, but is in course of construction.

Mannar-Madawachchi road. Average of traffic is 15 carts per diem.

Cost of Upkeep : 12 miles metalled section at Rs. 606·37 each ; 30·25 miles gravelled section at Rs. 206·38 each ; 13 miles natural section at Rs. 67·68 each.

Coast road to Colombo. Average of traffic is 2 carts per diem. Cost of upkeep per mile: 2 miles gravelled section at Rs. 157·50 each; 75·50 miles natural section at Rs. 46·67 each.

2.—The first eight months of the year are devoted to the collecting of metal and gravel. The rains generally begin to fall in September, and from that date both the metal and gravel are laid and the metal consolidated. Metal is spread in all cases with a view to obtaining as good a shape to the road surface as possible, and the shape of the road is always kept in such a form as to facilitate surface drainage. Ruts are always attended to by scraping out the mud, and metal laid and well-pounded. Scour is traced to its source and diverted into the side drains.

Wide cross drains are cut leading from the side drains at angles of from 30° to 40°, with the line of the road at distances of 200 yards apart, particularly at places with steep gradients, to divert as much water from the side drains as possible, thereby minimizing accumulation and lessening the danger of the road surface being washed over.

Loose metal lying on the surface of the road is picked up and piled on the outside of the road.

The gravel is at first after spreading rolled over with a light roller, and during certain intervals, after showers of rain, men are put on to level the surface of any unevenness that may be caused by traffic. All the gravel is not at first laid on to the road. A portion from each pile is generally reserved for after application, such as filling up of ruts and scour caused by heavy rains. In the latter part of January, when the rains cease in this part of the country, the light roller is once again taken over the gravel section; the surface then being in a moist stage the roller presses down the inequalities of the wheel track surface into a regular uniform surface. The side drains are cleared and in places where necessary deepened prior to the rains.

The culverts are generally examined after the rainy season, and damages, if any, attended to. They are then cleared of silt. Both the intake and outlet cleaned and deepened of deposit. All growth of vegetation in or near the masonry destroyed from time to time.

Twice during the year the sides of the road are kept clear of jungle encroachment.

3.—Three overseers are employed on the Mannar-Madawachchi road, a distance of 45¼ miles, and each overseer has a kangani. The town overseer supervises the section of the road from Mannar to Pesalai, a distance of 10 miles. One overseer is in charge of the North Coast road, which is a natural road, 77½ miles in length, and he works from one end to the other, filling up ruts and holes caused by rain and generally keeping the surface in order.

4.—From 6 to 11 A.M. and from 1 to 6 P.M.

5.—Ten cubic feet.

	Rs.	c.
6.—One cube stone broken	3	60
Quarry charges, mining and loading	0	75
Contingencies	0	15
Total ...	4	50

It is broken to pass any way through a 2-in. ring. Part of the metal is supplied on contract and part is broken on check-roll.

The metal is measured daily by the overseer at the quarry, and by the District Engineer measured and checked during his inspection.

7.—The average transport of metal per cube in the Mannar District is Rs. 8·50 per cube.

JAMES OORLOFF,
District Engineer.

APPENDIX V.

Circular No. 179.

Colonial Secretary's Office,
Colombo, October 18, 1897.

SIR,—I AM directed to request you in future when submitting an application to Government for the erection of any new building to furnish the following information :—

(*a*) The name of the building and the purposes for which it is to be used.
(*b*) The position of the proposed site, and whether the structure is to be of a permanent or temporary nature.
(*c*) The nature and extent of the accommodation required in the main building, outhouses, stables, and carriage house.
(*d*) The approximate floor area of each room, and any special arrangement that may appear desirable with a view to the economical and efficient conduct of departmental business.
(*e*) The number of floors and staircases required.
(*f*) Verandahs required on each side of the building, and their width.
(*g*) The position of entrance, and whether fencing or walling is required round the site.
(*h*) Any special requirements not included in the above.

I am, &c.,
E. NOEL WALKER,
Colonial Secretary.

APPENDIX VI.

Circular No. 181.

Colonial Secretary's Office,
Colombo, October 20, 1897.

Position of Officers of the Public Works Department in relation to Government Agents.

SIR,—THE Director of Public Works having reported to the Government that much inconvenience has resulted from the want of precise instructions as to the official relation which should prevail between Government Agents (and their Assistants) and the Officers of his Department, the following rules are communicated to you for guidance :—

All official communications between Government Agents, Assistant Government Agents, and Provincial Engineers and District Engineers should, as a rule, be confined to inviting attention to—

(*a*) The condition of buildings and other works maintained by the Public Works Department.
(*b*) Suggested minor improvements of and alterations to Government works in their several districts.
(*c*) Requesting technical advice or assistance.

(*c*) Will be interpreted in a liberal spirit by the Officers of the Public Works Department, for it is the wish of Government that there should be free and unreserved communication between its Officers (and especially its Provincial Officers) in respect to their common duties. Should the Government Agent (or Assistant Government Agent) and Provincial Engineer (or District Engineer) differ as to whether a requisition for assistance falls under any of the three heads (*a*), (*b*), or (*c*), the Provincial Engineer or District Engineer, as the case may be, will comply with the requisition of the Government Agent (or Assistant Government Agent), should that Officer consider the case to be one of urgency, pending the reference of the case to Government.

The Provincial Engineer and District Engineer should be prepared at all times, unless prevented by departmental duties of sufficient importance, to give advice and assistance to Government Agents and Assistant Government Agents in any of their capacities, whether in that of Provincial Irrigation Board, Provincial Road Committee, or otherwise, when required to do so in technical matters relating to any proposal which they desire to lay before Government, but all requisitions for their services, or those of the staff, to perform executive duties should be made, except in case of great urgency, to the Director of Public Works or Provincial Engineer, the latter being required to obtain the sanction of the Director of Public Works before undertaking such duties in all cases in which they involve temporarily seconding any member of the staff for such purpose.

All applications for plans and estimates for new works or extensive alterations, or additions to existing works, should be made to the Colonial Secretary, and instructions sent to the Public Works Department staff through the Director of Public Works. Such applications should clearly state the objects for which such work is required, and in the case of buildings the nature and extent of the accommodation considered necessary.

All applications for copies of plans and other documents in charge of Public Works Department must, except in case of urgency, be made to the Director of Public Works.

I am, &c.,
E. NOEL WALKER,
Colonial Secretary

APPENDIX VII.

MINUTES OF MEETINGS.

March 8, 1900.

Met at the Council Chamber, Colombo, on the 8th March, 1900, at 11.30 A.M.

Present:—Messrs. W. T. Taylor, F. A. Cooper, J. N. Campbell, S. C. Obeyesekere, J. G. Wardrop, and E. Human.

It was decided to divide the inquiry to be made by the Commission into two parts and to ascertain—

(*a*) The reasons for the increase in the cost of construction of buildings ; and
(*b*) The reasons for the increase in the cost of construction, &c., of roads.

With respect to buildings, it was decided to obtain from the Director of Public Works a comparison of the cost of the principal buildings constructed since 1880 under the several headings of the Estimates.

It was resolved to ask the Director of Public Works to be so good as to draft a series of questions on the lines of the questions addressed by the Commission of 1880 to the Director and other officers of the Public Works Department. It was further resolved that the draft questions should be circulated among members before the date of the next meeting, which was fixed for the 21st instant.

The Commission adjourned at 2 P.M.

March 21, 1900.

Commission met at the Council Chamber at 11.30 A.M.

Present:—All the members.

Considered draft questions submitted by the Hon. Mr. Cooper, which were, with slight modifications, accepted.

Messrs. Cooper and Campbell then left.

In the course of discussion by the remaining members, it was suggested that information might be obtained as to the cost of buildings erected by them from the Colombo Commercial Company, Messrs. Walker & Co., and Messrs. H. Don Carolis & Son.

It was also suggested that Mr. Skinner, the Architect, might be called as a witness.

The names of the following were also suggested as possible witnesses :—

Mr. Venning, Public Works Department.
Mr. H. T. S. Ward, Public Works Department.
Mr. Tomalin, Public Works Department.
Mr. H. L. Daniel, Provincial Road Committee, Colombo.
Mr. A. Goonewardene, Kurunegala.
Mr. T. Amarasekere, Van Rooyan street, Colombo.
Mr. Mathes Fernando, Colombo Municipality.
Mr. Dassanaike, Public Works Department.
Mr. Vanderstraaten, Public Works Department.

The Commission adjourned at 1.30 P.M.

April 2, 1900.

Commission met at 2.30 P.M.

Present:—Messrs. Taylor, Cooper, Campbell, Obeyesekere, and Human.

Replies by Mr. Davies to questions addressed to him on behalf of the Commission were put in, and Mr. Davies being in attendance was examined with respect thereto.

It was resolved to obtain from the Government Store information as to the price charged for pig iron and cement supplied by the Store, and how these prices are arrived at.

Also from the Director of Public Works information as to the relative cost of roofs of tiles and of corrugated iron.

The Commission adjourned at 6.30 P.M.

January 26, 1901.

The Commission met at noon.

Present:—All the members.

The Chairman laid before the members the returns and information obtained from the Director of Public Works as ordered. These were discussed, and it was decided the papers should be printed and circulated.

April 3, 1901.

Committee met at noon.

Considered Statements A and I respecting cost of construction of road.

Estimates wanted :—

1881 : Uda Pussellawa.
1890 : Bathford Valley extension.
1899 : Ambawela to Ambawela Gap ; Madampitiya-Mattakkuliya.
1896 : Rangalla-Nitre Cave.

Compared Statement B with No. 2. The type bridge is obviously a saving in cost. Opinion of Commission that bridges are cheaply constructed.

Considered Statement C.

The Director of Public Works stated the Department has been strengthened by the addition of a Mechanical Engineer to the Factory, a Draughtsman (European) to the Head Office, and five Head Overseers.

Director of Public Works considers number of District Engineers is sufficient. He wants a better class of overseers; can get them by offering better rates of pay; they should be paid at fixed rates according to qualifications. Does not regard proposal as to milemen with favour. Overseers are supposed to go over their roads every other day.

April 4, 1901.

Committee met at 11 A.M.

Mathes Fernando present. Examined regarding cost of materials, labour, and supervision in connection with the maintenance of roads.

Committee considered estimates of roads constructed in past years submitted by the Director of Public Works; considered also the character of building it is desirable should be erected for Government hospitals, and the matter of the construction of roads.

April 9, 1901.

Commission met at 11 A.M.

Present:—All the members.

Examined Mr. F. M. Laurie, Dr. Perry, Mr. Hewawitarana, Mr. Goonewardene, and Mr. Amarasekere.

April 11, 1901.

Commission met at 11 A.M.

Present:—All the members.

Considered subject of report.

Decided to recommend to Government to extend application of Branch Roads Ordinance to roads constructed by Provincial Road Committee and estates concerned, subject to approval of Government, and with reservations as to contribution to maintenance subsequently.

Decided to recommend that up-country hospitals should be substantially constructed as at present, but additional buildings might be of a less costly nature. As suggested by the Principal Civil Medical Officer, hospitals in the dry zone of the low-country might be more cheaply constructed with half walls and a roof supported by pillars.

It was also decided to recommend to Government a grant of Rs. 12,000 in aid of the Elearawa-Kotiyagala road now being constructed by estate proprietors.

July 8, 1901.

Commission met at 11 A.M.

Present:—Messrs. Taylor, Cooper, Campbell, Obeyesekere, and Human.

The Commission considered the draft report, which had previously been circulated and adopted, with certain amendments, paragraphs 1 to 7 and 9 to 13.

The Commission adjourned at 4.15 P.M.

July 9, 1901.

Commission met at 11 A.M.

Present:—Messrs. Taylor, Cooper, Campbell, Obeyesekere, and Human.

The Commission further considered the draft report and adopted, as amended, paragraphs 14 to 23.

The Commission adjourned at 3 P.M.

July 10, 1901.

The Commission met at 11 A.M.

Present:—Messrs. Taylor, Cooper, Campbell, Obeyesekere, and Human.

The Commission considered paragraphs 24 to 26 of the draft report, which, with certain alterations and additions, were adopted. The Commission then re-considered the draft report, which, as amended, was adopted as the report of the Commission.

Mr. Obeyesekere handed in a letter dissenting from the finding of the Commission as set out in paragraph 28 of the report as adopted and giving his reasons therefor.

Mr. Campbell intimated that he would at a later period hand in an expression of dissent from the finding of the Commission in certain respects.

The Commission adjourned at 4.30 P.M.

APPENDIX VIII.

LETTERS ADDRESSED TO COMMISSION.

The Hon. Mr. W. T. TAYLOR, Chairman :

IN accordance with the wishes of the Commissioners expressed at a meeting held this day, I have read the questions contained on pages 1 and 2 of the report of the Public Works Commission, Sessional Paper XLIII. of 1880, and submit a series of similar questions which, I think, should be addressed to the Director of Public Works, Provincial Engineers, Factory Engineer, and District Engineers, respectively, with a view to obtaining information for the consideration of the Commission.

Though I am not sure that the material available will admit of all the questions being answered in full, I think it desirable that an attempt should be made to obtain the information.

As regards detailed information of the rates paid for various classes of work in selected projects, it will perhaps meet the views of the Commissioners if the detail estimates of such selected projects are handed in when the projects have been selected, which can probably best be done when the list of the several projects carried out since 1880 are in the hands of the Commissioners.

FRANCIS A. COOPER,
Director of Public Works.

March 8, 1900.

Information required of District Engineers.

1. A statement of each of the roads in your charge, including a general description of each of them, also approximately the amount of traffic on each and the cost of upkeep per mile.
2. What system do you adopt for keeping your roads in proper order ?
3. What supervision is there over the men employed on them ?
4. What are the regular working hours ?
5. What is the average quantity of stone broken for road metal by an able-bodied cooly per diem during the regular working hours ?
6. What is the price paid per cube for broken stone for road metal, and to what size is it broken ; and is this work done on check-roll, under agreement, or contract ? By whom is the metal measured and passed ?
7. What is the average cost of transport of road metal per cube in your district ?

Information required of Provincial Engineers.

1. How many District Engineers, Inspectors, and Head Overseers are employed under your direction ? What are their general duties and the extent of charge, such as length of roads, number of buildings, approximate annual expenditure on extraordinary works, of each of the District Engineers ?
2. What is the system adopted by you for the maintenance of roads and other public works in your charge, and state what classes of work are usually performed on check-roll, under agreement, and under contract ?
3. What check is adopted to prevent coolies who have never worked being entered on the check-rolls ?
4. What supervision is there over the men employed on public works, annually recurrent and extraordinary ?
5. What are the regular working hours ?
6. Are you of opinion that the present system can be improved, and if so, in what manner ?

Information required of Director of Public Works.

1. A statement of all the principal and grant-in-aid roads that have been constructed within the last nineteen years, giving dates of construction, description of ground through which each road passed, particulars of construction, length of road, width, nature of surface, cost of construction, average cost per mile, and any circumstances materially affecting cost of construction.
2. A statement with cost of the bridges constructed within the last nineteen years, for which separate votes have been taken in the Supply Bill, giving dates of construction, description of bridges and material used, and any circumstances materially affecting cost of construction.
3. A statement showing cost in 1885, 1890, 1895, and 1900 of road metal, gravel, earthwork, and rock cutting, per cube in each district.
4. A statement showing cost in 1885, 1890, 1895, and 1900 of the different classes of labour employed in each district of the Island ; also cost of bricks per 1,000, brickwork in cement and lime mortar, cabook in lime mortar, rubble and rough-dressed masonry dry, in cement mortar and in lime mortar, per cube, also of hand-packed rubble foundations to roads per square, stating average thickness, transporting, spreading, and consolidating metal on new roads four inches thick, cement concrete, lime concrete, stating proportions of aggregate per cube ; also cost of timber and of half-round (locally made) tiles.
5. Statement showing comparative cost in 1885, 1890, 1895, and 1900 of tools in more general use and supplied by Government in the construction of public works.
6. Statement showing cost, cubic contents (calculated from base of footings to half rise of roof), per cubic foot—and in the case of hospitals, also per bed—of all important buildings that have been constructed during the last twenty years, giving a general description of each, and stating materials used in their construction.

7. Statement of all the roads in charge of the Public Works Department, giving their length, nature of surface (natural, gravelled, or metalled), annual cost of upkeep, and rate per mile for each of the years 1885, 1890, 1895, 1897, 1898, and 1899.

8. Statement showing total strength of pioneers during the years 1885, 1890, 1895, and 1899.

Information required of Factory Engineer.

1. Statement showing rates paid to each of the several classes of artisans usually employed in the Government Factory in each of the years 1885, 1890, 1895, and 1899.

2. Statement showing cost of the several classes of materials per unit more generally supplied to the Government Factory in each of the years 1885, 1890, 1895, and 1899.

3. Statement showing cost of ironwork of bridges 10, 20, 30, 40, 50, 60, 80, 100, and 120 feet span, constructed in the Government Factory in each of the years 1885, 1890, 1895, 1897, 1898, and 1899.

4. Statement showing total expenditure at Government Factory in labour, material, and supervision in each of the years 1885, 1890, 1895, 1897, 1898, and 1899.

5. Any suggestions the Factory Engineer may have to make with a view to reducing cost of work at the Government Factory, such as the more general adoption of type plans, &c.

The CONTROLLER OF GOVERNMENT STORES to the Hon. Mr. W. T. TAYLOR, C.M.G., Chairman.

Government Stores,
No. 2,990. Colombo, April 5, 1900.

SIR,—WITH reference to your letter dated 3rd instant, I have the honour to furnish the following information asked for in regard to the prices at which pig iron and cement are supplied, showing in each case the manner in which the results are obtained.

I am, &c.,
F. W. VANE,
Controller of Government Stores.

Pig iron, Cleveland, *Ex.* ss. Matiana, April, 1897.

42*s.* 9*d.* per ton ...	...	...	...	42*s.* 9*d.*	
				12	
at 1*s.* 3½*d.*	...	...	...	513	
12	...	...	...	44	
15½	...	...	...	2,052 farthings	
4					
farthings 62)2052(33·09 = nearly			...	Rs. 33·10	
186					
192	Add 10 per cent.	...	„	3·31	15 per cent. Departmental charges
186					
600	Add 5 per cent.	...	„	1·65	
558			„	38·06	
42	Add Crown Agents 1 per cent.	...	„	0·39	
			„	38·45 = value of 1 ton	
	Divide by 20 cwt. =	...	„	1·92	
	Add landing charges	...	„	0·24	
			Rs.	2·16 per cwt.	

Cement, *Ex.* ss. Manora in March, 1900.

1,001 barrels. Weight, 189 tons 18 cwt. 1 qr. 21 lb.

	£	*s.*	*d.*
Invoice	312	16	3
Inspection	4	9	3
Freight	229	11	6
	546	17	0
Add Crown Agents 1 per cent.	5	9	4
	552	6	4 = 265,112*d.*
	Divide by 1*s.* 3½*d.* = Rs. 8,552·00		

Add 15 per cent. = Rs. 9,834·80
Add landing charges at Rs. 3 per ton = Rs. 10,404·54
Divide by 1,001 barrels = Rs. 10·39 per barrel.

The DIRECTOR OF PUBLIC WORKS to the Hon. Mr. W. T. TAYLOR, C.M.G., Chairman.

Public Works Expenditure Commission.

No. 178. Colombo, April 12, 1900.

SIR,—I HAVE the honour to acknowledge the receipt of your letter of the 3rd instant, and to inform you that the cost of galvanized iron, 18 B.W.G. and tile covering for roofs in Colombo is as follows :—

Corrugated iron roofing, 18 B.W.G.	...	...	...	Rs. 43·12 per square
Calicut tile roofing	...	...	...	„ 34·17 do.
Half-round tile roofing	...	...	...	„ 43·97 do.

I am, &c.,
FRANCIS F. COOPER,
Director of Public Works.

The Hon. the AUDITOR-GENERAL to the Hon. Mr. W. T. TAYLOR, C.M.G., Chairman.

Examination of Estimates and Check-rolls in the Public Works Department.

No. 199. Audit Office,
Colombo, May 10, 1900.

SIR,—I HAVE the honour to forward copies of letters addressed to the Director of Public Works on the above subject and of his replies thereto.

2. It has occurred to me that you may like to see these in connection with the Commission of Inquiry on the expenditure of the Public Works Department, which is now sitting.

I am, &c.,
C. E. D. PENNYCUICK,
Acting Auditor-General.

Letters referred to.

The Hon. the AUDITOR-GENERAL to the DIRECTOR OF PUBLIC WORKS.

No. 55. Audit Office,
Colombo, April 30, 1900.

SIR,—I HAVE the honour to inquire whether the check-rolls and vouchers in support of expenditure incurred are subjected to any examination in your office before they are transmitted to Audit by your Department.

I am, &c.,
C. E. D. PENNYCUICK,
Acting Auditor-General.

The Hon. the AUDITOR-GENERAL to the DIRECTOR OF PUBLIC WORKS.

No. 57. Colombo, May 1, 1900.

SIR,—I HAVE the honour to inquire whether estimates for works, &c., undergo any examination in your office before they are submitted for sanction of Government.

I am, &c.,
C. E. D. PENNYCUICK,
Acting Auditor-General.

The DIRECTOR OF PUBLIC WORKS to the Hon. the AUDITOR-GENERAL.

Examination of Check-rolls and Vouchers.

No. 217. Colombo, May 5, 1900.

SIR,—I HAVE the honour to acknowledge the receipt of your letter No. 55 dated the 30th ultimo, and to inform you that check-rolls and vouchers in support of expenditure are examined to some extent, but no attempt is made to examine them in detail in this office.

I am, &c.,
F. A. COOPER,
Director of Public Works.

The DIRECTOR OF PUBLIC WORKS to the Hon. the AUDITOR-GENERAL.

Examination of Estimates.

No. 218. Colombo, May 5, 1900.

SIR,—I HAVE the honour to acknowledge the receipt of your letter No. 57 dated the 1st instant, and to inform you that, as a rule, it is not found practicable with the staff in the Head Office to make more than a cursory examination of the majority of the estimates submitted to Government.

I am, &c.,
F. A. COOPER,
Director of Public Works.

APPENDIX IX.

NOTES OF EVIDENCE.

Mr. E. C. DAVIES. Factory Engineer, examined.

There has been an increase during 1899 in the maximum pay of fitters and blacksmiths?—Yes.

Is this due to the increase in the number of fitters or in the rates paid them?—In the rates. I must explain that the maximum rate formerly paid to a fitter was only Rs. 2·50, but, owing to the higher rates now paid by the Railway and Breakwater, I have had to increase to Rs. 3, which remains the same at present.

Have the maximum and minimum rates gone up, on the average?—Well, they have gone up slightly. I do not suppose 10 per cent.

Where do you get your skilled labour from?—I teach them myself, take them from boys; so that I have now in the Factory sons, fathers, grandfathers, somewhere about three to four generations.

Can you not get cheaper labour in the Factory, yet as efficient?—No; I do not think so.

Have you any experience with regard to such work as turned out by men like Wapche Marikar and Don Carolis?—Yes; I have had to act as arbitrator in some of their disputes.

What do you think of the work turned out by them?—Well, I can answer for the efficiency of Wapche Marikar's, but have very little experience of Don Carolis's.

Where do you obtain your masons from?—Locally, in Colombo.

What is the rate you pay them?—From 87 cents to Re. 1·50.

Can they not be obtained at cheaper rates?—I do not think so. It all depends on the kind of man you want. If one who can just stick together cabooks is required, I suppose he may be able to be got for 75 cents; but an unskilled mason at 62 cents a day is more expensive than a skilled man at 87 cents, owing to waste of material.

Are you aware of the rates paid by Wapche Marikar and Don Carolis?—No; but I am confident their rates are higher.

Have you any experience with regard to the current rates for materials, timber, &c.?

[*By the Chairman.*—I thought that came on in the next question; we will take it as we come to it.]

Do you consider Wapche Marikar and Don Carolis able to undertake and carry out such works as we have spoken of without the supervision of a qualified engineer?—I should think Wapche Marikar will be able to do so; he is a builder himself. Cannot say the same of Don Carolis. No contractor can execute and supervise his work to the satisfaction of the owners or to his own profit.

Can you not get a blacksmith at Re. 1 a day?—No.

At Re. 1·25?—It all depends on the class of work you want the blacksmith to turn out. If he understands machinery and can do reliable welding, the average is Re. 1·50.

You say the maximum and minimum rates have practically remained the same; to what do you attribute the increase in the average rate of wages? Is it due in any degree to your employing a larger number of men at the higher rates?—It is rather due to the employment of a larger proportion at the lower rates, the rate for cooly having increased from 37 cents to 55 cents a day.

Than in 1885?—Yes. The pay of masons and bricklayers has increased since 1897 in Colombo owing to the demand for buildings, the Royal Engineers paying as high as Re. 1·50 a day.

Bolts and Nuts: Where do you get these prices from?—From Colonial Store vouchers.

These prices are charged by the Colonial Store for the articles imported and supplied to you?—Yes.

Between 1885 and —— we have an increase of over 30 per cent. in the prices charged?—Yes. Could not say why.

Angle Iron: The same questions and answers apply to this?—Yes.

What are these made out of?—Wrought iron bars from Staffordshire.

Flat Iron.—The description of flat iron applies to bars up to 6 ft. by ¾ in.

Round Iron: These are Colonial Store prices?—Yes.

These are all materials you use for bridge work?—Yes, almost all, except the bolts and nuts, of which a very small quantity is used, scarcely any at the present time.

Square Iron: ½ in. square to 2 in. square. What is this used for?—Mostly for making axles, handcarts, brackets, and such like. Very small quantity is generally used.

T Iron.—Unlike square iron, we use a very large quantity of this.

Rivets.—I am unable to explain why the prices vary so much in the years under comparison.

Cast Steel.—I could never understand why it went up so high as Rs. 39, although the iron market was falling.

Pig Iron: Do you know where they get this from?—From Cleveland. I have no idea what their rate is. I use this for sluice works mostly.

Moulding Sand.—I use a very large quantity of this for foundry work.

Can you suggest any explanation for the increase in price between 1899 and 1900?—This is due to the more expensive packing now in use. Formerly bags were used for this purpose, and on their arrival here they were very frequently damaged and useless. Now this is packed in iron drums, and this explains the increase in cost.

Cement.—Can suggest no explanation for the increase in price. It was Rs. 9·10 when the passenger jetty was estimated for and the work commenced, but immediately increased to Rs. 11. The present invoice cost I believe is Rs. 9·13, including all charges and exchange at 1*s.* 3½*d.* Private firms are selling from Rs. 9·60 to Rs. 11. Various brands are imported by Government. The increase in price of cement necessarily increase the cost of concrete somewhere about Rs. 8 per cube.

Teak, Jakwood, and Halmilla: Are these contract rates?—Yes.

Were you not one of those officers appointed to report on teak tenders?—Yes. I have always recommended the acceptance of the lowest tenderer.

Where do we get our teak from?—From Burma largely. Aitken, Spence & Co. are large importers, but I do not know their rates, as they do not tender.

With whom are you in contract for the supply of teak now?—Walker, Sons & Co., in 1899; A. N. de Silva, 1900.

Do you consider teak very good for your work?—Yes, very good, and cheap in the long run.

Do you not think satinwood will be as good?—It entails a large wastage in conversion, as it can be had only in round logs.

What is your opinion of jak?—It is as strong as teak, costs as much for sawing, but is more scarce. The contractor during 1899 was Don Carolis. He said he could not supply jak at Re. 1·50, but offered to substitute teak costing him at Rs. 2, which I accepted.

Do you not consider halmilla better for your work than teak?—Well, it depends what you require it for. It is not used for buildings. It is used for cart wheels and poles. It is scarce, and more expensive than teak, as our forests supply the Madras Government with halmilla.

I believe teak cannot be had here?—No; not in Ceylon forests.

Have you any experience in jarra and karrie?—No experience in karrie. Jarra costs less than teak, but is only obtained green, and not suitable for building purposes, but suitable for bridge planks, &c.

You use teak for your bridges?—Very seldom.

Teak, then, taken all round is the best building material we have in the market?—Yes, by far the best, besides being the cheapest in the long run.

Metal: These are Colonial Store rates?—No; they are market rates delivered at the passenger jetty, or anywhere within the limits of Colombo. Tenders were advertised for, but none received.

Did you not obtain some of this from the Harbour Works?—Yes, at Rs. 3·50 plus cost of transport from the Breakwater yard.

Scrap Iron: Where do you buy this from?—Locally.

This may be obtained from the Railway?—Yes. I take all they have at Rs. 16.

What is the market rate?—Rs. 25.

This is procurable from the Waterworks too?—Yes, at Rs. 24, about 50 per cent higher than is paid to the Railway.

Coke: These are contract rates?—Yes.

Where do you get this from?—At present from India. In former years English coke was used. In 1897 I changed it for Indian coke as its cost was much cheaper, being obtainable at half rates.

With whom are you in contract at the present time for the supply of this article?—Clark, Young & Co., at Rs. 3 delivered at Factory yard.

Firewood: These are contract rates?—Yes.

Can this not be obtained from the Forest Department?—Yes; but they never tender for it.

Bridges: These are prices fixed by you or by the Director?—I fix them. The Director approves or disapproves, as the case may be.

These are prices you estimate to cost the Government Factory for producing this particular work?—Yes.

Are these bridges to type?—Yes. The cost of the 30 ft. span Elkaduwa bridge in 1897 was Rs. 2,150, as against Rs. 1,500 at present; the only bridge in 1897 at a higher rate.

You said, some time ago, that you employ a large amount of labour at the lower rates on these bridges. I take it that the work turned out by these is not so efficient as it would be if you employed a larger number at the higher rates?—Those employed at the higher rates supervise and direct those at the lower rates, who are mere beasts of burden carrying about shop iron and rivetting up the girders; the higher paid artificers do the fitting.

The bridges you have been constructing in recent years are of buckled-plate platform?—Yes, but that has now given place to the curved plate double thickness.

Are these masonry arch bridges as strong as the buckled-plate ones?—I could not say. It depends how the construction of these bridges is looked after. The buckled-plate ones should run on for thirty years at least, and curved plates longer.

Are you acquainted with that magnificent bridge over the Maha-oya?—I put it up in 1880.

Can you not tell us how long it is likely to keep on?—No; I have not seen it since the day it was declared open. It will all depend on the upkeep of it.

Expenditure on the Government Factory.—The cost of supervision is:

One Foreman	...	Rs. 1,000
Master Mechanic	...	Rs. 1,000
Two Head Overseers at	Rs.	1,000 to 2,000
Assistant Factory Engineer	...	Rs. 1,600

exclusive of my own salary.

In 1899 you show labour Rs. 191,230, materials Rs. 428,826, total Rs. 620,056, with a consequent increase of

10 per cent. in that of 1897
6½ per cent. in that of 1895
2½ per cent. in that of 1890
3½ per cent. in that of 1885

Is the increased cost of work proportionate to increased cost of labour at the Factory in 1899?—Yes.

Can you give the number of iron bridges made in the Factory during 1899?—216: I am speaking from memory.

In 1898?—138.

The increased cost in the outturn of work in the Factory is very much greater than the increase in the work generally undertaken by the Department?—I could only answer for my Department.

You constructed the plumbago jetty in 1897 and 1898?—Yes.

What is the rate of the plumbago jetty in 1897 against the new passenger jetty in 1899?—

Plumbago jetty Rs. 9·76 per square ft.
New jetty Rs. 9·89 per square ft.

What are the works turned out by the Factory in addition to bridges?

Last year's returns show as follows:—

		Rs.	c.
Doors and windows for buildings (they are new in type)	...	44,545	2
Bridges ...	...	222,822	40
Bridge improvements	...	183,680	40
Irrigation ...	...	6,881	28
Tools, ferry boats, pile drivers	...	53,369	24
Work for other Departments	...	27,567	47
Railway casting ...	...	13,801	66
Waterworks ...	...	6,440	0
Plague Committee	...	6,948	78

From where do you arrive at these figures?—From ledgers at the Government Factory.

This is the actual expenditure on works undertaken by you?—Yes.

In carrying out the works you mentioned now, you do nothing save on Factory orders received from the Director of Public Works?—Yes. I invariably work to order, except in the case of the Governor or the Plague Committee, where I have a standing order to do anything they require and advise the Director.

You keep nothing in stock to meet orders?—No.

With regard to the Rs. 60,000 expended on Plague Committee works, I believe you refer to the Ragama camp works?—Yes, Sir, principally.

Now I will ask you to speak in an unprejudiced manner. Do you consider that good value of work has been turned out for the money expended?—I consider that good value has been turned out of the Government Factory for the money expended. With reference to Ragama camp and the Plague buildings, iron buildings are more expensive than brick and mortar, but the former can be put up in a short while, the other takes months to build.

In roofs which costs less? iron or tile roofs?—Iron roofs complete with trusses cost somewhere about Rs. 5 per square, and less than tile ones, using 24 W. G. corrugated sheets.

The size of the sheets used in the new jetty?—18 W. G., being close to the sea.

The figures you gave us a little while ago include the whole cost of supervision?—Yes, except my own salary, which is borne on the Establishment too.

Do you get the check-roll called out daily ?—Yes. The labourers when they enter the Factory deposit their tickets in a box kept in my own office, out of which the timekeeper makes up the check-roll for the day. Later on, when the timekeeper marks the time taken by each labourer over a particular work, a check is exercised over his previous entries.

So you are satisfied that sufficient check is exercised over the attendance of the labourers ?—Yes ; I am perfectly satisfied.

Do you pay surprise visits once a week ?—I pay surprise visits every day of my life.

You said you were making bridges to type, doors to type, windows to type, iron trusses to type, &c. ? What does the "&c." cover ?—All sorts of work : road rollers, handcarts, and such like.

You say the supervision is less than it should be ?—Yes. In 1892 I was given a European Foreman, but before he had been some months in the place I had to put him in the Lunatic Asylum. I was not given another in his place, but had to fill up the vacancy with one of my native Assistants. I am of opinion that there would be a saving to Government in the long run by the employment of a larger amount of skilled supervision.

Have you been long impressed with this fact ?—Yes.

Did you make any representations on this point ?—Yes ; in connection with my annual report of 1897 I asked for a Mechanical Draughtsman (read extract).

With what result ?—I was given two Head Overseers. I again reported in connection with my annual report of April, 1898.

What you now require, I understand, is a larger number of skilled supervising officers of a better class ?—Yes, Sir.

The Customs T warehouse and the new jetty were built on plans ?—Yes ; on plans supplied by the Director.

Was there no alteration made in the plan of the new jetty ?—No ; there was no alteration made in the original plan.

Was not the portico altered after it was built ?—Yes : that was because the Governor's carriage would not enter it.

[*Mr. Cooper :* I am responsible for this alteration ; it was desirable to keep the portico as narrow as possible, and it was made the same width as the portico to the Public Works Department Offices.]

Can you tell us what the cost was in effecting the necessary alterations to the portico ?—Rs. 750.

The two Overseers you were given were two men from the Technical College, I think ?—Yes. They are two very good men, one for Civil Engineering and the other for Mechanical Engineering.

What do you think will be the cost of supervision with the additional hands you require ?—Rs. 15,000.

With the additional supervision do you think you will be able to turn out a better class of work with no greater expenditure ?—Yes ; nothing more in cost.

Would there be a saving over and above the additional cost of supervision ?—Yes ; there would be a saving.

In large works such as the Government Factory employing all native labour, in my opinion, skilled European supervision would not only reduce the cost of labour on the particular work executed, but the work would be better executed. Take, for instance, Messrs. Walker, Sons & Co. They employ the following European skilled labour : European Builder, Master Carpenter, Foreman of Machine Shops, Foreman Smith, Boiler Maker, Foreman Moulder, Foreman of Fitters, besides their Office Staff, and all drawing a salary of not less than Rs. 3,000 a year each. Messrs. C. A. Hutson & Co. employ a European Foreman, Foreman Moulder, and Foreman of Fitters. Had the Public Works such skilled supervision the Government would have no cause to complain either of the quality or quantity of work executed in a year, or the cost of its Public Works, which, in my opinion, would be greatly reduced.

You have had considerable experience in the Island with regard to building works ?—Yes, Sir.

You are aware of the building regulations in force ?—Yes.

The Lady Havelock Hospital : you are aware of its cost ?—Yes ; the bungalows cost, I think, about Rs. 47,000 : one Rs. 28,000, the other Rs. 19,000, without extras.

Are the foundations such as you can recommend ?—No, I cannot recommend cabook foundations for buildings of two floors. The flooring is not such as I would recommend, but was to specification : one course of bricks with $\frac{3}{4}$ in. of cement. Some of the partition walls are of single brick ($4\frac{1}{2}$ in.).

You were connected with the Galle Face Hotel buildings ?—Yes ; I was Consulting Engineer.

Are you aware of the amount of Walker's contract for it ?—Rs. 300,000.

How much do they say they lost on it ?—Rs. 50,000.

That is from anticipated profit ?—Exclusive of profit.

Are you aware of their rate ?—18·20 per cubic ft. of space including cellars.

The following is the comparative cost of the materials used for the Galle Face Hotel as compared with the new jetty :—

	Galle Face Hotel in 1896.	Jetty, 1889.
Excavation ...	Rs. 2 a cube ...	Rs. 1·50
Concrete ...	„ 60 „ ...	„ 58·00
Brick ...	„ 35 „ ...	„ 38·35
Teak ...	„ 4 c.ft. ...	„ 3·50

Do you not consider that contractors are able to undertake and carry out works without the necessity of supervision ?—They may be efficient to do so, but all contractors as a rule need independent supervision. It stands to reason, as the contractor will be anxious to make as much profit out of his contract as he can safely do by substituting an inferior class of work.

Are you aware of the amount of security deposited by private contractors ?—Ten per cent. on the value of the contract, and 10 per cent. kept back each month on the value of work executed. Paid back three months after completion of contract.

What is the practice with regard to Government contractors in the matter of security ?—I do not know.

Are you aware that contracts are frequently entered into for Public Works at amounts lower than the estimated cost ?—No ; not lately. I am aware that in previous years Public Works contracts ruined some of the contractors who tendered below the estimated cost, namely, M. A. Fernando and others.

Are you aware that it is customary with labourers to pay their overseers something in consideration of light work portioned out to them ?—No ; I am not aware of the existence of such practice among my men.

What would you do were you aware of such a case ?—I should do away with those concerned at once.

The Factory has not undertaken the construction of buildings besides the jetties ?—No ; except those buildings within the Customs. As far as possible I work my labour in the Government Factory on piecework agreements. My usual rate have been Rs. 7 per cube for brickwork in lime mortar ; Rs. 2·50 a square for lime plaster finished two coats ; Rs. 4 a cube for cement concrete laid ; Re. 1·50 per square painting three coats.

How do you pay your men ?—Monthly. If weekly payments are made, cheaper labour can be obtained, as labourers depending on their pay for their daily sustenance have to get money on interest from Chetties to keep them going through the month.

You do not make any advance ?—No ; neither in money nor in rice.

Do you pay your labourers promptly at the end of the month ?—Between the 4th and the 6th.

You would then recommend weekly payments ?—Yes ; as does the Colombo Commercial Company.

What would be the additional establishment required to do this ?—I would require a pay clerk giving substantial security.

Evidence of Mr. MATHES FERNANDO given before the Public Works Department Commission on April 4, 1901.

Mr. Taylor.—Where are you employed?

Mr. Fernando.—I am a pensioner from the Municipal Council. Before the Municipal I was in the Engineers.

Mr. Taylor.—What were you doing?

Mr. Fernando.—Road Overseer.

Mr. Taylor.—What are you doing now?

Mr. Fernando.—I am on leave.

Mr. Taylor.—On leave for what?

Mr. Fernando.—For pension.

Mr. Taylor.—We want to get some information from you, and Mr. Obeyesekere will ask you some questions with that object.

Mr. Obeyesekere.—If these small defects in roads such as ruts are attended to at once do you think the annual cost will be reduced?

Mr. Fernando.—No, Sir.

Mr. Obeyesekere.—Why?

Mr. Fernando.—Because the traffic is so heavy now it is very difficult to put the roads into order.

Mr. Obeyesekere.—Because of the heavy traffic?

Mr. Fernando.—Yes, it won't be a good road. It could be done in roads where the traffic is small—not on the main road.

Mr. Obeyesekere.—What about outside the town?

Mr. Fernando.—It can be done in some minor roads. Formerly we used to metal once in five years, now once a year; sometimes twice a year.

Mr. Obeyesekere.—If the injuries are attended to at once can they (the roads) be kept in order—outside the town?

Mr. Fernando.—Not for a long time. Till you get good metal.

Mr. Obeyesekere.—How often do you think metal should be used—not in Colombo?

Mr. Fernando.—Beyond Colombo, always. The roads are narrow, obliged to repair them.

Mr. Obeyesekere.—If you keep repairing the roads once in two or three months can they be kept in order without complete metalling?

Mr. Fernando.—In some very small minor roads this can be done. It won't look nice.

Mr. Obeyesekere.—For practical purposes it is quite enough?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—It will be serviceable though not ornamental?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—If you keep these wheel ruts in order there is not much more to be done?

Mr. Fernando.—You should keep the drains clear.

Mr. Obeyesekere.—Yes, but if the wheel ruts are attended to the expenditure will not be so great.

Mr. Fernando.—It will have to be metalled once in two or three months in Mattakkuliya.

Mr. Obeyesekere.—In Mattakkuliya there is heavy traffic; consequently there is the necessity to repair.

Mr. Obeyesekere.—If you keep repairing these wheel ruts do you think the road would be serviceable enough?

Mr. Fernando.—Enough for a time.

Mr. Obeyesekere.—For what time?

Mr. Fernando.—For six months.

Mr. Obeyesekere.—Is it necessary to metal the whole wheel track or only the parts which are actually depressed?

Mr. Fernando.—You have to metal the whole road.

Mr. Obeyesekere.—Is there not an inordinate quantity of dust and earth in the metal usually received?

Mr. Fernando.—There is a good deal of dust in this metal.

Mr. Obeyesekere.—How is it produced?

Mr. Fernando.—It cannot be helped. Mr. Skelton always grumbled about it. If it could be got without the dust it would cost much.

Mr. Obeyesekere.—What is paid now for a cube of metal?

Mr. Fernando.—Rs. 10 in Colombo; not even for Rs. 10 if done properly.

Mr. Obeyesekere.—Contractors make their profits by furnishing this. How much per cent. do you think there is of dust?

Mr. Fernando.—Five per cent.

Mr. Obeyesekere.—This is in the town. Have you any experience out of the town?

Mr. Fernando.—No, Sir. Mr. Skelton always objected to it, but it could not be helped.

Mr. Obeyesekere.—If you are more careful in receiving good metal, would not road maintenance be less costly than now?

Mr. Fernando.—If you want clean metal you must pay more?

Mr. Obeyesekere.—What will you have to pay for clean metal?

Mr. Fernando.—Rs. 12.

Mr. Obeyesekere.—Then receipt of inferior metal is sanctioned?

Mr. Fernando.—I cannot say that. This is the result of the practice.

Mr. Obeyesekere.—Do you know of any instance where the receipt of inferior metal has been sanctioned?

Mr. Fernando.—No.

Mr. Obeyesekere.—So it has been the custom to receive inferior metal?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—When did you retire?

Mr. Fernando.—I am now on leave for two months preparatory to retirement.

Mr. Obeyesekere.—Who undertakes your work?

Mr. Fernando.—Somebody from the Public Works Department.

Mr. Obeyesekere.—This kind of thing (furnishing dust with metal) has been continued long?

Mr. Fernando.—During 41 years.

Mr. Obeyesekere.—Any gravel used?

Mr. Fernando.—It is difficult to get good gravel in Colombo. There is some at Maligakanda. In a few places there is cabook; you must cut it if you want it.

Mr. Taylor.—Is that the place which is to be a public park at Maligakanda?

Mr. Fernando.—Yes. (Laughter).

Mr. Obeyesekere.—You are now about two months out of the Municipality after about 25 years?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—It is during your term of office these cries against bad roads have been raised?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—What is the price of timber?

Mr. Fernando.—Timber is now very dear.

Mr. Obeyesekere.—What can you buy a cubic foot of jak for?

Mr. Fernando.—Re. 1·75 cash, but not long timber. Above 12 ft. the charge is more. Formerly the charge was 20 cents a foot, now it is 25 to 30 cents. I mean lineal feet 4 × 5.

Mr. Obeyesekere.—At what rate is millila to be had?

Mr. Fernando.—Rs. 2 a cubic foot.

Mr. Obeyesekere.—Teak?

Mr. Fernando.—Rs. 4 a cubic foot.

Mr. Obeyesekere.—What other varieties are used?

Mr. Fernando.—There are teak, millila, jak, satin, and mi.

Mr. Cooper.—Of course satin is not used much in [Colombo.

Mr. Obeyesekere.—What is the price of mi or kumbuk?

Mr. Fernando.—Kumbuk is not good for bridges. Hora is good for bridges, but it won't last long. It is Re. 1·25 per foot—not the best.

Mr. Obeyesekere.—If you get it from the Crown forests it will be good?

Mr. Fernando.—Yes.

Some discussion then ensued, and Mr. Obeyesekere pointed out that hora is to be obtained now from Crown forests only.

Mr. Obeyesekere.—What is the price of halmilla?

Mr. Fernando.—I don't know. It is not to be had.

Mr. Obeyesekere.—What is the price of tiles?

Mr. Fernando.—Rs. 18 per thousand, but now in Colombo Rs. 20.

Mr. Obeyesekere.—Since when is it Rs. 20?

Mr. Fernando.—Within the past four or five years it has increased gradually to Rs. 20. This is due to the scarcity of earth; Calicut tiles are now used.

Mr. Obeyesekere.—Bricks have also risen in price?

Mr. Fernando.—Yes. They are Rs. 14 to Rs. 15 a thousand. Walkers' charge Rs. 18, but they are cheaper as they cover greater space.

Mr. Obeyesekere.—There is no difficulty in securing milla?

Mr. Fernando.—It is easy in the villages, but they are unwilling to sell.

Mr. Obeyesekere.—What about gravel?

Mr. Fernando.—You will want Rs. 30 for a cart load.

Mr. Obeyesekere.—Do you know of "mile men" in the old days who used to examine roads?

Mr. Fernando.—Yes. We had thirty mile men.

Mr. Obeyesekere.—At their time the upkeep of roads was not so costly?

Mr. Fernando.—Yes, less costly, but they did not do their work.

Mr. Obeyesekere.—In Colombo if you had "mile men" a great deal of expenditure would be reduced?

Mr. Fernando.—They have been tried and failed.

Mr. Obeyesekere.—How did they fail?

Mr. Fernando.—They did not do their work properly. They used to neglect their work and go and attend to other work.

Mr. Cooper.—You got bad roads for the same expenditure that you get good ones now?

Mr. Fernando.—Yes.

Mr. Obeyesekere.—If there was proper supervision?

Mr. Fernando.—Overseers cannot supervise. Too much distance to go everywhere and supervise.

Mr. Obeyesekere.—If you get honest "mile men" don't you think that a great deal of this expenditure would be reduced?

Mr. Fernando.—I cannot say.

Mr. Obeyesekere.—Don't overseers get wealthy?

Mr. Fernando was understood to negative such a notion.

Mr. Obeyesekere.—In villages what is a reasonable pay for an overseer—for what can you get good men?

Mr. Fernando.—For about Rs. 30 a month.

Mr. Obeyesekere.—You can get honest and respectable men?

Mr. Fernando.—Yes, but they don't know English.

Mr. Obeyesekere.—They can keep a check roll and do the work?

Mr. Fernando.—Yes, but they cannot make reports, they don't know English.

Mr. Obeyesekere.—They can report in Sinhalese.

Mr. Fernando.—A translator would be required.

There was then some discussion as to whether students who had been in the Agricultural School could not be obtained for Rs. 30. Mr. Fernando thought they possibly could, and Mr. Obeyesekere believed they could be got for that salary, but he preferred the rural man as more likely to prove honest, and who was moreover untainted with the vices of towns.

Before further questioning could take place Mr. Taylor observed to Mr. Obeyesekere "He (Mr. Fernando) has not given his view, he has agreed with yours."

Mr. Obeyesekere resumed.

How does the overseer get his labour? Is he able to get labour without advances?

Mr. Fernando.—Yes, Sinhalese but not Tamils.

Mr. Obeyesekere.—How do overseers obtain their labour for roads?

Mr. Fernando.—They get it through the Tamil Kangani.

Mr. Obeyesekere.—Do they give the Kangani advances?

Mr. Fernando.—No. The Kangani gets more pay; he gets 50 cents, the cooly 20 cents. Coolies come without advances for road work, but for breaking metal they want advances.

Mr. Wardrop asked whether the overseer would be satisfied with Rs. 30; Mr. Fernando replied in the affirmative.

Mr. Wardrop then asked, How many coolies would the overseer have?

Mr. Fernando.—In Colombo, 15 to 30.

Mr. Obeyesekere.—Does he get nothing from the coolies?

Mr. Fernando.—Nothing.

Mr. Obeyesekere.—What is an overseer's pay in Colombo?

Mr. Fernando.—Rs. 50. There are also overseers on Rs. 25 and Rs. 30, but they are not put in charge of roads.

Mr. Cooper.—How much do you draw?

Mr. Fernando.—Rs. 150. I was first drawing one shilling and gradually rose.

Mr. Cooper.—How long have you been drawing Rs. 150?

Mr. Fernando.—About two years.

Mr. Obeyesekere.—Who recommended this increase?

Mr. Fernando.—Mr. Ferguson.

Mr. Wardrop.—What did you get before Mr. Fergusons' time?

Mr. Fernando.—Rs. 3·75 a day.

Mr. Wardrop.—How long were you getting that?

Mr. Fernando.—For about twenty years.

Mr. Obeyesekere.—The Municipality is able to pay more than others?

Mr. Fernando.—Yes, but I ought to get more (laughter).

Mr. Obeyesekere.—In Colombo metal is dear?

Mr. Fernando.—Yes. In the villages you pay Rs. 4 for breaking and blasting, and then you have to supply the powder and fuse and pay for transport. It comes to about Rs. 6, sometimes more.

Mr. Obeyesekere.—Is it true some of these overseers get something from the coolies?

Mr. Fernando.—Not in Colombo.

Mr. Obeyesekere.—How are coolies paid in Colombo?

Mr. Fernando.—From 35 to 75 cents a day.

Mr. Obeyesekere.—In the villages they can be got for less?

Mr. Fernando.—I don't know. They are very lazy. It is very difficult to get Sinhalese. They are not like Tamils.

Mr. Obeyesekere.—The Tamil cooly works slowly?

Mr. Fernando.—Yes, but the Sinhalese is not good for road work. He does not like it.

Mr. Cooper.—You informed Mr. Obeyesekere just now that road metal cost Rs. 6 a cart load?

Mr. Fernando.—It costs Rs. 7·50 not screened.

Mr. Cooper.—If screened?

Mr. Fernando.—About Rs. 12. The screening costs Rs. 3·20 but you can get more screened metal into a cart than unscreened metal.

Mr. Obeyesekere.—How much?

Mr. Fernando.—I cannot say.

Mr. Obeyesekere.—This is with regard to the town?

Mr. Fernando.—Yes. Beyond the gravets for blasting and breaking and the pay of the Kangani the cost is Rs. 5.

Mr. Taylor.—This Rs. 50 is the sole pay for an overseer in Colombo?

Mr. Fernando.—Yes.

Mr. Taylor.—That is the smallest pay?

Mr. Fernando.—That is the highest pay. No, I am wrong, some overseers get Rs. 65, called the metalling overseer. He get nothing else.

Mr. Taylor.—You said the price of bricks, was Rs. 14 and Walker's charge Rs. 18, but they are better.

Mr. Fernando.—Yes, better and bigger, and they cover a larger space.

Mr. Taylor.—Is Rs. 14 dear for bricks? What were they two or three years ago?

Mr. Fernando.—About Rs. 10 or Rs. 12.

Mr. Taylor.—How has the price increased?

Mr. Fernando.—Because they have to go far for the earth, and there are so many buildings.

Mr. Taylor.—You said in these heaps of metal there is 5 per cent. of dust. Is there no more? You never find 10 per cent.?

Mr. Fernando.—Not unless wilfully done. It should not be more than 5 per cent.

Mr. Taylor.—Metal now cost Rs. 10. If you want screened metal you have to pay Rs. 12. What is Rs. 2 for.

Mr. Fernando.—Because the quality is superior.

Mr. Taylor.—Do you know any overseers in the Public Works Department?

Mr. Fernando.—Yes.

Mr. Taylor.—What pay do they get?

Mr. Fernando.—They get Re. 1 a day.

Mr. Obeyesekere.—Are none getting less?

Mr. Fernando.—Yes. New men get 75 cents.

Mr. Obeyesekere.—In the Municipality?

Mr. Fernando.—We have overseers from Rs. 25 to Rs. 65.

Mr. Wardrop.—The Rs. 25 overseer does not work on roads?

Mr. Fernando.—No. He has not sufficient experience.

Mr. Cooper.—How much does it cost an overseer for house rent in Colombo?

Mr. Fernando.—Rs. 5 to Rs. 10 for house rent.

Mr. Fernando's examination then concluded.

Examination of Mr. W. F. KRELTSZHEIM, Audit Clerk for Public Works Department Accounts before Public Works Department Commission on April 4, 1901.

Mr. Kreltszheim was first questioned as to how long he had been in charge of these accounts, to which he replied, "since 1897."

He was then questioned as to the checks which could be exercised when a check roll was received in the Audit Office. He explained that they said that the labour paid for was not in excess of the rates allowed in the schedules for the Provinces; that the items of work done were provided in the estimate. Also, that the computation was correct, and finally that the District Engineer certified that the payments made were for coolies actually and *bonâ fide* employed.

With regard to a question as to whether it was the invariable practice for the District Engineer to initial the attendance on the check-roll, Mr. Kreltszheim replied that if the District Engineer was unable to visit the working party he had to specify his reasons, and if the Director of Public Works was satisfied with the explanation the check-roll was passed.

Mr. Kreltszheim was also asked whether there was nothing on record in the office to show that the marks of the labourers were only made after the men had been paid.

He replied that beyond the statement that these payments were made (at the time of payment) he had nothing on record.

Questioned as to the time the check-roll had to be filled in, Mr. Kreltszheim replied that the regulations required it to be filled in at one o'clock. He presumed that the afternoon was chosen rather than the morning so that if a labourer worked during the morning and absented himself during the afternoon the absence could be detected.

Mr. Cooper asked whether if a cooly absented himself after 2 o'clock the absence could be detected from the check-roll. Mr. Kreltszheim replied in the negative.

Mr. Kreltszheim was also asked what check there was against one of these check-rolls being made out in the office. He replied he did not care where it was made out.

Mr. Cooper asked what happened when a copy was sent. Mr. Kreltszheim replied that he called for the original; if the original was said to be lost or mislaid the authority of Government was sought to pass the copy. He did not know of any instance in which this authority had been refused.

Evidence of Dr. PERRY, Principal Civil Medical Officer, before the Public Works Department Commission on April 9, 1901.

With regard to the nature of the buildings for hospitals and dispensaries, Dr. Perry was in favour of buildings of a less substantial character in the dry zone; he thought buildings with half brick walls and thatched roofs (cadjan or straw) would be much cooler in the north, and would also be cheaper.

Mr. Cooper said cadjan roofs would be cheaper *in the first instance;* but they would not stand more than a year. Straw would stand four or five years.

Mr. Human said his experience was that thatched roofs lasted four years and had to be repaired about three times during that period. This was in Colombo.

Some discussion took place as to which sort of building was more suitable for the sick, and Dr. Perry expressed it as his opinion that the open sort of building was more suitable for the north.

Dr. Perry also thought there should be some saving, as half walls would be used and there would be no glass windows.

Mr. Cooper observed that in the north it blew hard for six months in the year. Dr. Perry thought this difficulty could be overcome by using tats of reeds which would keep off the wind without shutting out the light.

As regards the class of floor for hospital buildings Dr. Perry was in favour of cement floor. Asphalt was mentioned but he objected on the ground that it was liable to get moist in hot weather and to get marked and form into hollows thus becoming difficult to keep clean and so insanitary.

Mr. Wardrop spoke of an asphalt floor in his office which had lasted for 25 years without a mark being left on it.

Mr. Cooper said the proper sort of asphalt was seldom used. If it was it would be very expensive.

Various hospitals were mentioned to ascertain what type of building Dr. Perry had in mind, and it was apparently decided that the sort of building at Kalutara was suitable.

Dr. Perry was questioned as to the death-rate in temporary (field) hospitals—whether it was larger than in the more substantially built hospitals. He said he had no statistics but he believed the death-rate in the former type of hospital did not compare

unfavourably with the rate in the latter type. He was questioned as to the death-rate in the infectious diseases hospital which was of half walls, and replied that there was nothing unusual in its death-rate.

Mr. Obeyesekere asked whether in malarious district two storied hospital buildings were not desirable ?

Dr. Perry did not think them necessary. It was the mosquitoes which brought on the malaria and they could be kept away if the drains were kept clean.

As to whether a reduction in the accommodation could be effected by the open type of building Dr. Perry thought it undesirable that the flooring should be reduced but the cubic contents allowed to each patient might be reduced by lessening the height of the building from 12 ft. 6 in. to 10 ft.

The present flooring space for a patient was 7 ft. by 7 ft. now, and the cubic contents were 1,000 ft. for an ordinary hospital and 1,500 for infectious diseases hospitals.

Dr. Perry was asked whether he did not think 1,000 cubic ft. too much for a patient. He replied he did not, 1,000 was allowed in England and it was not too much for the tropics.

With regard to the reduction of the width of the verandah in Lindula Hospital to 6 ft. Mr. Cooper asked if this was suffieient.

Dr. Perry replied it was for a climate like Lindula. In good climates like Lindula and Maturata 6 ft. was sufficient. In the low-country a little more would be required.

Mr. Cooper asked whether during the monsoon this would suffice.

Dr. Perry thought it would.

Mr. Campbell asked what was the objection to wattle and daub for hospital walls.

Dr. Perry said it was absorbent and did not last.

Mr. Campbell asked if it had any effect on the death-rate.

Dr. Perry replied he had no statistics, but if there had been anything exceptional it would have been remarked.

Dr. Perry was also asked if he thought there were enough hospitals upcountry. He thought there were.

He was then asked if he had had any applications for hospitals recently.

He replied that the Agrapatana people said they had been promised a hospital.

Mr. Campbell asked if Dr. Perry would be content with bricks for wall construction.

Dr. Perry replied in the affirmative.

Mr. Campbell asked if he would be content with bricks with cement floors.

Dr. Perry said he would—up-country as well as low-country.

Mr. Campbell asked if he was satisfied that rather than give another hospital he would wait for five years.

Dr. Perry replied more dispensaries were required.

The question of how far dispensaries should be apart was then discussed.

For the Anuradhapura District Dr. Perry thought the distance should be five to seven miles; in the North-Western Province he thought the distance should be seven miles.

Further questioning elicited the information that the dispensaries might be fourteen miles apart, the outward trip being seven miles and the homeward seven miles.

Mr. Obeyesekere asked whether this would not be too much for the villager to walk.

Dr. Perry replied that he would seldom have to walk as the medical officer itinerates.

Mr. Obeyesekere asked if a patient could get a medical officer to visit him if necessary.

Dr. Perry replied in the negative as the medical officer has to itinerate to different places.

Mr. Obeyesekere asked whether it would not be injurious for a fever patient to walk this distance.

Dr. Perry said it was not desirable that he should.

Mr. Wardrop suggested that the man might use a hackery or get his friends to carry him.

Mr. Obeyesekere replied that the villagers to whom he referred were too poor to afford the luxury of a hackery, and that in the cases he had in mind the man's friends would be similarly stricken.

Mr. Obeyesekere then asked Dr. Perry how often the estate medical officer sees the patient.

Dr. Perry replied once or twice a week.

Mr. Obeyesekere asked if this was sufficient.

Dr. Perry said it was desirable that the patient should be seen every day, but that would be the acme of perfection.

Mr. Obeyesekere asked whether with more medical officer's once in two days would be reasonable.

Dr. Perry thought twice a week would be quite sufficient.

Mr. Obeyesekere asked if this could be done at the distance dispensaries are now.

Dr. Perry thought in some parts it could. He added that he could not recommend that dispensaries should be nearer than fourteen miles. Of course, if possible, it would be desirable to have a dispensary in every village.

Evidence of Mr. LAURIE before the Public Works Commission on April 9, 1901.

Mr. F. M. Laurie was examined with regard to the construction of the Elearawa-Kotiyagala road.

He said the matter first came up in 1894 when he applied to Mr. Wace on the subject, and his object was to get a good gravel road.

They could not get a gravel road so they asked for one on the grant-in-aid principle. The proprietors got a survey made at a cost of Rs. 2,300, and Government sanctioned the road at a cost of Rs. 92,000 subject to the usual procedure under the Grant-in-Aid Ordinance.

The proprietors at first consented to raise the moiety of Rs. 46,000, but one by one withdrew, and then it was proposed to get something of a less permanent style. A gravel road was proposed and this was recommended by Messrs. Wace, Davidson, and Fowler.

Mr. Taylor interrupted with a question as to whether Mr. Laurie was alluding to his later request, on his original. Mr. Laurie said that his original request was what they recommended.

The Superintendent of minor roads estimated the cost of the gravel road at Rs. 36,000 including bridges and culverts; the cost of the bridges and culverts was estimated by this officer at Rs. 24,000.

Mr. Laurie explained that what they wanted was for Government to assist in the first cost of the road and the Provincial Road Committee to take up the maintenance.

Mr. Cooper asked if they had plans and sections.

Mr. Laurie replied in the negative. Mr. Cooper then asked if Mr. Laurie had no data on which to base the estimate.

Mr. Laurie replied they had none except that they had made two miles of the worst part of the road for less than Rs. 2,000 a mile. Being asked for details as to the construction of these two miles he said the width of the road was 12 ft. with a side drain 18 in. by a foot, the whole 13 ft. 6 in. was in the solid. The two wheel tracks have metal foundations, the surface is gravelled. The road follows to some extent the line of the old minor road.

Mr. Laurie was asked if the road was wide enough for two carts to pass abreast, he replied it was for the small carts used in the district.

Mr. Cooper asked what the gradient on this road was. Mr. Laurie replied about $\frac{3}{4}$ths was 1 in 20, the rest less, except two portions of 1 in 18 and 1 in 17.

Questioned as to the excavation, Mr. Laurie said the average excavation was 3 ft. on a width of 6 ft. He could not give details as to the cost of the excavation.

Mr. Laurie was asked how many coolies were employed. He could not say; they were taken from the estates from time to time. As regards Kanganies two were sometimes employed and sometimes four.

The maximum number of coolies employed was 70 and the two miles of road took 12 months to complete. There were 22 culverts on the two miles, their size was 2 by 2 and they had concrete foundations.

They were constructed of dry rubble costing 16 to 20 cents per square foot, average thickness 2 feet. There were no retaining walls. There were no bridges on this section, which constituted the 4th and 5th miles of the road. The road was rather heavy during the wet weather.

The stone for the work was obtained from suitable sites close to the road, at most quarter mile distant from it.

The gravel was obtained at different points along the road. In some parts it had to be conveyed a quarter of a mile.

As regards the effect when the road was completed, Mr. Laurie said it could be used to carry their tea, the cost of transport of which it would reduce and would make it easier to obtain labour. It would also help the natives, *i.e.*, the villagers, in conveying rice, vegetables, fowls, beef, paddy, and fruits; at present the transport is on pingoes. In fact, as far as the native was concerned, it would improve Piniwella and make it more convenient as a bazaar; but it would not effect any connection with roads beyond Piniwella.

He had no idea what the road would cost for maintenance.

He was of opinion that the road would be in good condition during bad weather and equal to the traffic.

He explained that what they wanted was for Government to assist in the first cost of the road and the Provincial Road Committee to take up the maintenance.

It was pointed out to him that it was more usual for the Provincial Road Committee to contribute towards first cost.

In reply to a question as to whether he was prepared to undertake the upkeep at Rs. 100 a mile, he said he thought it would be within that amount.

He was not advocating this system to other parts but limited it to this particular road.

He anticipated that the number of carts that would pass a month would be 60 with a load of from 15 to 20 cwt. in each cart.

The Rs. 2,000 for the construction of each of the two miles spoken of included cost of culverts; but he did not wish to institute any comparison between his work and that of the Public Works Department. In the Public Works Department the circumstances of labour supply were different, more wages had to be paid to coolies, the metal had to be transported, &c.

The coolies employed by him were paid from 30 to 35 cents a day, the Kanganies received 41 cents. Fixed rates were charged for rice supplied to the labourers. The rice was bought at a maximum charge of Rs. 5.

He thought he could construct the $5\frac{3}{4}$ miles of road at a total cost of Rs. 29,000 unless any unforeseen difficulty arose.

Mr. Laurie is himself receiving Rs. 50 a month for superintending construction. The making of the two miles has occupied rather more than a year.

Evidence of Mr. HEWAWITARNE (son of Mr. DON CAROLIS) before the Public Works Department Commission on April 9, 1901.

Mr. Hewawitarne was examined as to the rates charged by them in the erection of buildings.

He said they charged Rs. 40 to Rs. 45 for a cube of masonry brick and plaster. This did not include "pointing."

He did not know what were the rates for "pointing:" they had never done that.

Their charge for door frames 6 by 4 was about 85 cents a lineal foot. Planks for doors $1\frac{1}{4}$ in. were charged for at 75 cents a square foot, and plain glass sashes $\frac{1}{4}$ in. thick at 55 cents a square foot.

The prices he mentioned were in teak. Plain teak timber now costs Rs. 4 a cube sawn. Jak costs less but it is difficult to procure. Their work is generally done in teak. Teak costs 15 or 20 per cent. more than jak.

Mr. Obeyesekere remarked that on one occasion they had offered to do work at Rs. 20 a cube.

Mr. Hewawitarne replied that this represented the actual cost. It was some time back they made the offer.

As regards the price of bricks, they paid Rs. 15 a thousand delivered in Colombo. For Mangalore tiles delivered in Colombo they paid Rs. 63. As regards round tiles he thought they were Rs. 20 or Rs. 25 a thousand.

Mr. Obeyesekere asked whether they were not high just now and less some time back.

Mr. Hewawitarne replied in the affirmative, but he thought the price would remain as at present owing to Mangalore tiles being in the market and the scarcity of earth. He was not sure of this—this was what he thought.

With regard to the rates for cement floor they charged Rs. 20 for a square $\frac{1}{2}$ inch thick.

For teak flooring boards 1 in. thick they charged Rs. 35 per square of 100 ft.; $\frac{1}{4}$ in. thick was charged for at Rs. 37·50. This was only for delivery. For fixing they charged about Rs. 60—including rafters, joists, and fixing. The labour was about Rs. 10 or Rs. 15 a square.

In reply to a question as to what they charged for beams, he said it was Rs. 4 a cubic foot (teak); some of this was for rafters. If there was a large order they charged Rs. 3·80.

For guttering—galvanized iron—they charged about 75 cents a foot. They never used corrugated iron or zinc.

With regard to a question as to whether zinc was suitable, he said it did not last long.

Mr. Obeyesekere asked whether their charges for the Consistory Buildings were less.

Mr. Hewawitarne said "yes"—for brick work. The price of bricks was then less. They contracted for the work in the lump sum and it was done by them on check-roll; the cost was Rs. 75,000. They had plans prepared by Messrs. Hutson.

The building was 108 by 60 and 50 ft. high.

Mr. Taylor asked whether they had built the Administration Block at the Home for Incurables.

Mr. Hewawitarne said they had, and charged about the same rates as for the Consistory Buildings, but they got no profit, it just covered their cost.

Mr. Cooper asked whether they had ever calculated the cost per cubic foot.

Mr. Hewawitarne said it was 23 cents for buildings like the Consistory Buildings. The cost of their bungalows in Kollupitiya was a little less because no girders were used.

A bungalow for which they get a rental of Rs. 150 a month costs Rs. 25,000 to Rs. 30,000 to build.

Mr. Obeyesekere asked what it cost to build the block (Rowallam) of Mr. Wendt's in the Cinnamon Gardens.

Mr. Hewawitarne said it was Rs. 12,000. Mr. Taylor thought it was much more as the building was put up with a special object in view, and consisted of a large number of small rooms.

Mr. Hewawitarne was questioned as to the cost of house occupied by Mr. Layard facing the Colombo Cricket Club ground. He said he did not know.

Mr. Obeyesekere asked what they paid for lime.

Mr. Hewawitarne said he could not remember. For cement they paid Rs. 11·50 a barrel—there were different qualities.

The excavation for the Consistory Buildings cost Re. 1 a cube—to excavate and fill in. Concrete was Rs. 65 a cube. He believed the composition of the concrete was 3, 4, and 1—4 stone, 3 cement, 1 sand.

Mr. Cooper thought there was some mistake.

Evidence of Mr. A. GOONEWARDENE before the Public Works Department Commission on April 9, 1901.

Mr. Goonewardene said he was Chief Irrigation Inspector in the North-Western Province. Before that he was employed in the Public Works Department for many years, first as Pioneer Officer and then as Inspector. He was Pioneer Officer for six years and then Inspector.

He was engaged with building bridges. He was also employed to some extent on the repair and construction of roads.

In reply to a question by Mr. Obeyesekere as to whether the cost of road maintenance (principal and minor) could be reduced, he said with greater supervision the cost might be reduced.

As regards the system of "mile men," he said they did not do their work properly.

The District Engineer could not properly supervise. In his opinion the District Engineer should visit each work two or three times a month.

As regards ruts, he said that if attended to at once the cost of road maintenance could be minimized.

As to whether the blocking up of side drains was a source of great damage to the roads, he said it was not so in all cases. Where it was necessary these drains should always be kept in order, as otherwise the road is rendered damp.

He informed Mr. Obeyesekere that the side drains in the North-Western Province were not always choked up.

He had travelled through the Province.

The heaps of metal built up by the roadside contained about 20 per cent. of dust. He did not consider that damage was done to the road by using metal with dust, he thought it was an advantage to have a little dust.

He attributed the increased cost of screened metal to the cost of screening.

With regard to bridges he said a cube of granite masonry built in lime now costs about Rs. 32 or Rs. 33 a cube, Rs. 35 the highest. The cost of transport was Rs. 5.

Mr. Cooper asked if this masonry was "pointed." Mr. Goonewardene replied it was—pointed in line.

Mr. Cooper asked about the retaining wall for this price.

Mr. Goonewardene said it was 2 ft. to 3 ft. in thickness.

They paid Rs. 6 for a cube of granite.

For blasting, if it was to wear away the rock, they paid Rs. 2 to Rs. 3.

Mr. Taylor then read out a passage from a District Engineer's report with regard to the upkeep of roads, and asked whether if this was done properly the road could be kept in proper order.

Mr. Goonewardene said if this was done properly it could.

Mr. Taylor then read out a passage from another District Engineer's report and asked if what was mentioned there was done properly the road could be kept in proper order.

Mr. Goonewardene replied similarly to this question.

Mr. Obeyesekere said that what he wished to point out was that there was an advantage to be gained by attending to these minor defects at once.

Mr. Taylor asked whether these main roads were not as a rule in good condition and well kept.

Mr. Goonewardene replied they had not been for some time. They were rutty.

Mr. Taylor asked for how long.

Mr. Goonewardene replied for two or three years.

Mr. Campbell asked what class of roads there were in the North-Western Province.

Mr. Goonewardene replied they were metalled roads, 24 ft. in width. They had no foundations.

There was a great deal of traffic. Between Puttalam and Kurunegala, there were plenty of salt carts, he did not know exactly how many.

Mr. Cooper asked what roads were referred to as not being in good order.

Mr. Goonewardene replied the road from Puttalam to Kurunegala, and the road from Puttalam to Chilaw. He travelled over them last September. They were rather rutty, but in fairly good condition.

Mr. Cooper asked if Mr. Goonewardene knew anything of the roads from Chilaw to Negombo and from Chilaw to Toppu.

Mr. Goonewardene replied in the negative.

Mr. Cooper asked if he knew anything of the road from Toppu to Giriulla *viâ* Dankotuwa.

Mr. Goonewardene replied this road was in fairly good condition.

Questioned as regards the road from Naranmulla to Kurunegala, Mr. Goonewardene said it was rather rutty but in fairly good condition.

With regard to the road from Kurunegala to Kandy, he said that as far as the railway station (half a mile) it was in good order.

In answer to a question as to what roads he had particularly in mind when he said the roads had not been well kept, he said they were from Kurunegala to Nikaweratiya and from Padeniya to Anuradhapura. The latter road was particularly bad; it had not been metalled. He did not consider it was necessary to metal it throughout. This road had a heavy traffic; he did not know how many carts went over it.

As regards condition of the road from Kurunegala to Nikaweratiya it was very rutty—very rutty only.

Questioned as to whether he was on this road last August, he said he could not remember. This road had no foundation.

Mr. Obeyesekere asked if it was possible to keep roads with proper foundations from becoming rutty.

Mr. Goonewardene said it was impossible.

As regards the road from Chilaw to Puttalam, Mr. Goonewardena said it was in very good order—so good that he could not distinguish between the metal and gravel portions.

Mr. Obeyesekere asked whether Mr. Goonewardene could suggest any means of having more supervision—whether it would not be a good plan to have the Mudaliyars and Headmen to report.

Mr. Goonewardene said it would be a good plan if they would go over the roads and report.

Mr. Goonewardene admitted to Mr. Obeyesekera that under the present practice of accumulating metal until the next season there was no proper upkeep.

Mr. Taylor asked whether any difficulty did not arise in the matter of water.

Mr. Goonewardene said it did.

Mr. Taylor inquired if the District Engineer was prepared to mend ruts if he could get water.

Mr. Goonewardene replied that in some places he could and in some places he couldn't.

Mr. Obeyesekere suggested that if a wheel-barrow and bucket were given to the "mile man" he could do it, and said the advantage of "mile men" was to notice these little defects and mend them.

Mr. Human asked whether Mr. Goonewardene had not seen any small ruts (being mended ?)

Mr. Goonewardene replied he had not seen this since the adoption of the MacBride system, under which the road was repaired for three months and left for nine months without attention. He had never seen repairs going on during these nine months—not even in places where water was available ; but they had to do it in the old days.

Mr. Taylor read out a paragraph from a Provincial Engineer's report to the effect that "any ruts that may appear in the interval are filled with metal and patched up."

Mr. Goonewardene said if this was done it was all right.

Mr. Campbell asked whether there were no Public Works Department regulations.

Mr. Goonewardene said there was a book.

Asked what his experience was of pioneers, Mr. Goonewardene said they did very good work, but the non-effective charges were heavy and rendered their work expensive.

Evidence of Mr. AMERASEKERA before the Public Works Department Commission on April 9, 1901.

Mr. Amerasekera said he had been employed as Municipal Superintendent of Works, Galle, also as Pioneer Officer for five years.

The work done by pioneers was good, but owing to non-effective charges it was expensive.

He had served as Superintendent of Works for 22 years and had had a great deal of experience.

The principal roads in the Southern Province were not properly kept now. He ascribed it to neglect of proper supervision and also to the system of work by which the road was neglected for six months in the year and then taken up ; minor defects even were not attended to.

He considered the choking up of side drains a source of damage to the road, as the water thus left on the road makes it damp and wastes it, and also runs along the road forming stream ruts.

As regards the system of "mile men," he said he cut down the expenditure in the Municipal Council by Rs. 8,000 by employing them.

The roads were in good condition during his time. The expenditure was the same now, but the quality of the work was not so good.

Questioned with regard to the heaps of metal on roads, he said they contained a lot of earthy matter. This earthy matter was added to swell the bulk. He did not consider it any advantage to have this earthy matter, as it was like sand. He thought 15 to 20 per cent. of the cost could be saved by using proper metal. He estimated that the interstices of dust occupied 12, 15, and 18 per cent. of the metal. The proportion (of dust ?) should be 5 per cent. to the solid.

In reply to a question as to what he would suggest with a view to reducing the expenditure on roads, he said he would employ overseers of different nationalities. He would have "mile men." He would cut down the length of road allotted to the District Engineer. It was impossible for the District Engineer to make a sufficient number of visits to each work with 100 miles of road in his charge. The District Engineer should visit each work at least four times a month.

As regards the overseers, he thought they manipulate the check rolls. He knew of a case in which Rs. 400 worth of labour was employed, and Rs. 4,500 was charged.

With regard to these heaps of metal, he did not think they were properly measured or supplied. The metal was broken up by the overseer, by whom it was also measured and used. He did not think the overseer who broke up the metal should measure or use it.

In these cases he referred to work done on check roll. Most of the Southern Province work was done on check roll.

Mr. Cooper questioned Mr. Amerasekera with reference to his statement that the Southern Province roads were neglected, and elicited the information that this statement referred to a period two years ago. He (Mr. Amerasekera) had not travelled much in the Southern Province since.

As regards the length of road to be placed in a District Engineer's charge, Mr. Amerasekera said he would cut it down to 50 or 60 miles.

When he was in the Municipality he used to visit his working party once in two or three days. He had two horses. The longest distance he had to travel was six miles. When he was Pioneer Officer he used to travel 20 miles.

They used to attend to repairs at once. He thought the maintenance of roads cost a great deal less then. Of course labour was cheaper and metal was cheaper.

Referring to the dishonesty of overseers, he said he had seen metal thrown into the jungle which ought to have been put on roads. He believed this was due to want of supervision. He said the object of the overseers in doing this was to recover the metal and charge for it again. He did not know exactly what quantity of metal was thrown into the jungle, but it was a large quantity. In some instances there was more than half a cube.

He did not know of any actual payments for this metal thrown into the jungle, but he was certain they were made ; certainly the heaps of metal on the road were charged for.

He had seen overseers starting life with almost nothing, owning land and money after some time.

He thought they made their money by this dishonesty with regard to metal.

Mr. Cooper questioned Mr. Amerasekera with regard to his experience in the Southern Province and asked him whether his duties as overseer took him outside the town.

Mr. Amerasekera replied in the negative. Mr. Cooper then asked him how much of this time he spent as superintendent.

Mr. Amerasekera said he was fully occupied the whole year, with a holiday occasionally.

He had travelled to Matara and also to Bentota during his holidays. He had known these roads for 22 years.

With reference to a question as to whether these roads were better 20 years ago or two years ago, he said they were much better 15 years ago. Previous to Mr. MacBride's system they were in good order.

Being asked to explain the MacBride system as he understood it, he said they used to pick the road first, sift the dust out of the metal, separate the small metal, add a certain quantity of new metal to the old and spread it, then pack the interstices with small metal, water it, and then roll and consolidate it. After consolidation the dust was spread over the road.

Asked how often this was to be carried out, he said that if done properly it would stand for two years with a little patching.

In reply to a question as to what was the defect in MacBride's system he said it was not done properly, the instructions were not properly carried out.

As regards the overseers in the Galle District, he said he had four : 1 Malay, 2 Burghers, and 1 Tamil.

He had 62 miles of road in his charge.

The overseers were paid 75 cents a day. He received Rs. 250 a month. He had some other works also in his charge.

The breaking of metal was arranged for by contract. The Municipal Council entered into an annual contract. They had two or three contractors to break metal. Perfectly clean metal was supplied. There was very little dust.

For 2½-in. metal they used to pay Rs. 7 a cube, for 1½-in. metal Rs. 8. This metal was obtained from quarries situated within a distance of a mile.

He was asked whether he had any idea what it cost per square to pick the road, spread the metal, pack the interstices, water, and consolidate and put the dust.

He said it cost Rs. 2·60 per cube, excluding the cost of new metal. In some roads they put two cubes on a line, but to some narrow roads 1 cube.

He was asked what he thought as to giving out the work of maintenance on contract. He said it would save the Department at least 20 per cent. if they gave it to proper men. He did not think security should be required unless advances were given. In the Kelani Valley road no security was given. He thought it would encourage people to come to work if no security was demanded and the Department would be benefited. It was fair to demand security if advances were given. He thought reliable contractors could then be obtained.

Mr. Cooper asked whether Mr. Amerasekera was aware that contractors had been tried some time ago.

Mr. Amerasekera said he was ; but contractors were taken who knew nothing of the work.

Mr. Cooper said there were 4,000 miles of road in the Island, and asked how many contractors would be required.

Mr. Amerasekera thought suitable men could be found to maintain 200 miles of road.

Mr. Cooper asked how many officers should be placed to see that the contractors do their work properly.

Mr. Amerasekera thought there should be a European officer for every 100 miles of road.

Mr. Cooper inquired what this officer could do if the contractor did not keep the road in proper order.

Mr. Amerasekera said he would have to take over the road and do the work. He thought the Public Works Department should keep a labour supply to meet such cases.

Mr. Obeyesekere asked whether Mr. Amerasekera recommended giving 10 miles of road to any old overseer to maintain. Mr. Amerasekera thought they would do the work well as they understood it thoroughly.

Speaking about overseers Mr. Amerasekera thought they were able to overcharge the Department owing to want of proper supervision, and the contractor being in some manner connected with them.

Mr. Obeyesekere suggested that they also manipulate the check-rolls.

Mr. Cooper pointed out that when the work was given on contract no check-rolls were kept.

Mr. Taylor asked about pioneers.

Mr. Amerasekera said they did very good work, but they were expensive. The non-effective charges made them expensive.

Mr. Obeyesekere asked about culverts and bridges, whether they could not be built at less cost.

Mr. Amerasekera said they were better built now, more ornamental, than formerly, but he agreed with Mr. Obeyesekere that real usefulness and permanence could be secured at less cost.

XXXIV.—1901.

CORRESPONDENCE

RELATING TO

THE GIANT'S TANK WORKS.

(In continuation of Sessional Paper XII. of 1893.)

Ordered by His Excellency the Governor to be Printed.

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1901.

THE GIANT'S TANK.

No. 1.

Governor Sir A. E. HAVELOCK, K.C.M.G., to the Most Hon. the MARQUESS OF RIPON, K.G.

The Pavilion,
Miscellaneous.—No. 234. Kandy, July 2, 1894.

MY LORD MARQUESS,—ON the occasion of a visit which I paid to Mannar in January, 1893, an address, of which I attach an extract, was presented to me containing a forcible appeal from the inhabitants of that district for the reconsideration of the project for the restoration or partial restoration of the ancient irrigation works on the Aruvi-ar river known as the Giant's Tank, for the purpose of affording a supply of water to a portion of the country which, while possessing a fertile soil and a fairly numerous and industrious population, suffers frequently from drought, causing much misery, sickness, and loss of life.

2. The name of this ancient irrigation work, or system of works, has become well known owing to the references to it in Sir Emerson Tennent's book on Ceylon, Sir Henry Ward's Minutes (1859), and elsewhere. For my present purpose, I need only ask Your Lordship to refer to the able and exhaustive report drawn up in 1881 by Mr. Henry Parker, Irrigation Engineer, and published as Sessional Paper XLI. of 1881. In that report Mr. Parker gives an interesting description of the works and their object in ancient times, and an estimate for their restoration on a large scale at a cost of over one million of rupees.

3. I had, previously to my visit to Mannar in 1893, been led by the receipt of a numerously signed petition from inhabitants of the Mannar District to consider the subject of a modified scheme of partial restoration, and to bring the matter before the Central Irrigation Board. On that occasion a small project estimated to cost Rs. 100,000 was discussed, but was finally abandoned owing to the unwillingness of a section of the proprietors of land likely to be benefited to co-operate in an application for aid under the Irrigation Ordinance.

4. As the result of the renewed appeal made to me at Mannar in 1893, Mr. Parker was instructed to draw up a fresh scheme on a modified scale which should satisfy the present requirements of the population. He presented a report, of which I enclose a copy,* giving estimates and details of a scheme estimated to cost Rs. 440,109, and calculated to benefit 14,000 or 15,000 acres. Meetings of the proprietors interested were held as provided by the Ordinance, and resolutions were unanimously adopted in favour of the execution of the works on terms of payment of an annual rate of Re. 1 per acre, the people being reported to show themselves "intensely anxious that work should be begun."

5. The delay caused by these proceedings and inquiries precluded the possibility of providing for the cost of the works in the annual estimates for the present year, which had meanwhile been laid before the Legislative Council. It was of importance that the people should not be disappointed by the postponement of operations for another year. I therefore called upon Mr. Parker in November last to endeavour to effect a reduction of his scheme on lines which he had already suggested to me, with a view to considering with the Central Irrigation Board whether the funds in the hands of the Board would not be sufficient for carrying out such a reduced scheme without the necessity of applying to the Legislative Council for special assistance.

6. The scheme described by Mr. Parker in his report of 6th December, 1893, a copy of which I enclose, has accordingly been prepared and has been adopted by the Central Irrigation Board. It provides for the partial reconstruction of the works at an estimated cost of Rs. 282,460. By this expenditure it is anticipated that a minimum area of 12,000 acres will be benefited, while the headworks and sluices are designed with a view to the possible future extension of the scheme, should circumstances be found to justify further outlay by Government for this purpose. The engineering questions of construction, water supply, and capacity of the tank are fully dealt with in the enclosed reports. The designs and estimates have been examined by the Director of Public Works, whose report upon them dated 3rd February, 1894, is enclosed. With regard to the available irrigable land, Mr. Parker has, in reply to a later specific reference to him on the subject, stated that "owing to the conformation of that part of the Mannar District, as described in his former report on the Giant's Tank (Sessional Paper XLI. of 1881), it is absolutely certain that a much larger area than 12,000 acres might be irrigated by means of the works provided for in the reduced scheme were the water available." The Provincial Irrigation Board of the Northern Province has pronounced in favour of the scheme as being, apart from engineering considerations, a desirable one, and has recommended its execution without delay.

7. The land benefited by the expenditure to be incurred will, under Ordinance No. 23 of 1889, be liable to a charge in perpetuity for interest on the outlay and cost of maintenance not exceeding Re. 1 per acre per annum. The estimated outlay on this scheme therefore being Rs. 282,460, and the area likely to be benefited 12,000 acres, on which a rate of Re. 1 per acre per annum will be payable, the cost per acre will come to Rs. 23·54 and the return which may be expected 4·24 per cent. on the outlay. The results which may be confidently anticipated in the development of cultivation and the well-being of the villagers are, however, of higher importance, and are, I believe, such as would justify the Central Irrigation Board in undertaking the works now proposed on less favourable prospects. The country is, as I have said, one that suffers much from

* See Sessional Paper XII. of 1893.

want of a water supply distributed more equally throughout the year. Relief from distress from this cause has on several occasions in years past had to be granted by Government; and as recently as last year the sum of Rs. 10,500 was expended for this purpose.

8. It is expected that the execution of the works which are now in hand will occupy two and a half or three years. A sum of Rs. 30,000 has been set aside for expenditure during the present year, which can be supplemented should good progress be made. Further sums not exceeding Rs. 130,000 each will be required during 1895 and 1896. For this expenditure the funds at the dispo al of the Central Irrigation Board will be amply sufficient. The accumulated balances in the Irrigation Fund proper (that is, excluding votes passed by the Legislative Council for specific works or services) on the 1st January, 1894, slightly exceeded Rs. 200,000.

9. I trust that the first step which has thus been made, with such favourable prospects of success in a work which there is reason to hope may in the future develop into the more complete restoration of this important irrigation system, will meet with Your Lordship's approval.

10. I may mention that the only irrigation works of the first magnitude now in course of construction are the Deduru-oya works in the North-Western Province. These works will be finished by the end of the present year or early in 1895. The Central Irrigation Board have, besides the works which form the subject of this despatch, no other large work in contemplation.

I have, &c.,
A. E. HAVELOCK,
Governor.

Enclosure No. 1 in No. 1.

Extract from an Address presented by the Inhabitants of the Mannar District at Mannar, on January 28, 1893.

WE pray for Your Excellency's gracious consideration of the Giant's Tank scheme. This matter has engaged the attention of successive Governors since 1803, but so far without result. The year before last we brought the matter to Your Excellency's notice by a memorial, and received a reply that the matter was under consideration. We await now a final decision with keen anxiety. It seems not impossible that the high figures given in Mr. Henry Parker's estimates have proved a serious cause of delay with reference to this work, but we humbly submit that for present needs these figures are excessive. It is our unanimous opinion that all that is at present necessary can be effected at a reasonable cost. The works we ask for are the damming up of the breaches in the tank, the opening up of the channel to the tank, and an anicut and headworks on the Aruvi-ar. If these works were done, there is no doubt that the village tanks will be fully supplied and an immense impetus given to the agriculture and prosperity of the whole district. We have paid our tithe for the last ninety-seven years, and we beg to point out that no irrigation work in return has been constructed in this district. We now most earnestly implore that this work be granted to us, not as a matter of charity or alms, but as one the expenditure on which the whole population benefited willingly undertake to repay in full by contributing a tithe of their crops. In this connection we would express our deep gratitude to Your Excellency for the abolition of the paddy tax, a measure which alone has rendered it possible for us to make this effort towards self-help.

* * * * * * * *

Signed by P. DE HOEDT, for the Burghers.
Signed by H. THAMPU, for the Tamils.
Signature illegible ————, for the Moors.

Enclosure No. 2 in No. 1.

Report on the Reduced Scheme for the Restoration of the Giant's Tank, Northern Province.

Batalagoda, December 6, 1893.

SIR,—I HAVE the honour to report as follows with regard to the scheme for restoring the Giant's tank on a smaller scale, for which an estimate amounting to Rs. 282,460 has been forwarded to you.

1. An examination of the quantities of excavation and filling required along the line of the Alavakka, according to the project for which an estimate was previously submitted, shows that the necessity for raising the embankment so as to shut out the floods of the Aruvi-aru prevents, throughout nearly the whole length, any appreciable reduction in the amount of work that is needed. If the width of the channel be reduced, other soil, in place of that which would have been taken out of the channel, must be excavated in order to fill up the enbankment, the amount of the filling in the bank being greater than the amount of the excavation required in the bed of the channel.

2. The scheme therefore is reduced only to the extent of providing for maintaining a smaller head of water in the Giant's Tank and thus effecting a large saving in the cost of its embankment, all other works being on the same scale as in the former project.

3. According to the present scheme the embankment will be repaired and raised throughout the lower parts, so as to retain water up to the 9 feet contour, as shown on the plan, or to a depth of 10 feet at the three lowest sluices.

4. The area of the reservoir at that level will then be 4,425 acres, and its available capacity will become 1,046·74 million cubic feet, as stated in the table in paragraph 28 of my first report (Sessional Paper XLI. of 1881), or, with the additional 20 million which will become available by lowering the sluices one foot, 1,066·74 million cubic feet.

5. Adding to this 600 million cubic feet as the contents of the restored village tanks (paragraph 3 of my last report), the total available storage room becomes 1,666·74 million cubic feet.

6. The area for the irrigation of which this storage room will provide in the drier years may be estimated by means of the following data.

7. The loss of water by evaporation and infiltration at the Batalagoda tank has been 6·30 inches in October, 1893, about 3·72 inches in November, 1892 and 1893, and 4·52 inches in December, 1892. The estimated maximum evaporation at the Giant's Tank (paragraph 57 of Sessional Paper XLI. of 1881) was 7·18 inches in October, 5·28 inches in November, and 4·84 inches in December; and the Batalagoda measurements show that these estimated amounts may be accepted as approximate guides for arriving at the loss in the dry years on which these calculations must be based.

8. The loss for November, December, and half October will then be 13·71 inches, to which some addition must be made on account of the probable greater loss by infiltration in the Mannar District, where rock is at a much greater depth than at the Deduru-oya works, and where the embankments of the tanks are longer in proportion to the areas enclosed by them. Thus, the loss for these 2½ months cannot be put down as less than 16 inches in such dry years.

9. The loss at Batalagoda tank in January and February, 1893, has been 15·57 inches. The estimated evaporation at the Giant's Tank was only 13·60 inches. Adding 2½ inches to the former amount on account of increased infiltration and evaporation at the Giant's Tank, the depth of the loss for these two months becomes 18 inches.

10. The loss of water from the tanks may be assumed to occur from the middle of October to the end of February, over two-thirds of their areas. The total loss is then as follows:—

Area of the Giant's Tank at the 9-feet contour	...	4,425 acres
Area of the village tanks as enlarged (say)	...	6,500 „
Total storage area	...	10,925 „

Loss over two-thirds of 10,925 acres = 7,280 acres.

	Cubic Feet.
From the middle of October to the end of December, at 16 in. =	422,822,000
Loss over 7,280 acres in January and February, at 18 inches =	475,695,000
Total loss in the tanks ...	898,517,000

For an area of 12,000 acres of fields under cultivation this is 74,876 cubic feet per acre.

11. For cultivation, seven waterings of 4 inches will be equivalent to 101,640 cubic feet per acre; and this expenditure over 12,000 acres will give a total quantity of 1,219,680,000 cubic feet.

12. As in such dry years as those under consideration there may be no cultivation in the fields during the south-west monsoon, an allowance of at least 4 inches must be made for loss in saturating the ground, in addition to the ordinary waterings.

13. I have previously adopted 9·60 inches as the ten years' ordinary minimum rainfall of the north-east monsoon. It may be assumed to be caught over 7,280 acres of tanks and 12,000 acres of fields, and the quantity is thus 671,879,400 cubic feet, or an amount equal to 55,990 cubic feet per acre over the fields only, if it were all run on to them.

14. The water required for an irrigation of 12,000 acres in the north-east monsoon is now arrived at as follows:—

	Cubic Feet. per Acre.	Total Cubic Feet.
For loss in the tanks (paragraph 10) ...	74,880 ...	898,517,000
For cultivation, seven waterings (paragraph 11)	101,600 ...	1,219,680,000
For saturating the ground, 4 inches ...	14,520 ...	174,240,000
	191,000	2,292,437,000
Deduct available rainfall (paragraph 13) ...	56,000 ...	671,879,000
	135,000	1,620,558,000

15. According to this calculation, provision is made for only seven waterings throughout the north-east monsoon; and in years when seven waterings will suffice it is evident that with a water supply amounting to no more than the storage room (which is only two-thirds of the supply that was formerly estimated as being obtainable from the river alone) this area can be cultivated if economy be practised in using the water.

16. Although no continuous direct measurements of the discharge of the river are available, it is extremely unlikely that only this small quantity will be caught; and in my opinion it would be quite safe to estimate the amount at not less than 2,000 million in any ordinarily dry year. Usually, of course, the supply will be very far in excess of all requirements. It is simply a question as to the adequacy of the water for irrigating a greater area than 12,000 acres in those dry years when all cultivation fails throughout the Mannar District.

17. If the water supply be taken to be 2,000 million cubic feet (my estimate made in 1881, after full inquiry and observation on the spot, was 2,160 million), and if even an additional watering over the fields be assumed to be necessary, there would still remain a surplus of 200 million cubic feet of water, or enough for an additional 1,500 acres.

18. Until more is known respecting the exact quantity available, and also regarding the quantity that will be wasted in issuing the water from the village tanks (with regard to which it is to be remembered that waste water from the fields will in nearly all cases be intercepted by the next tank below), it will, however, be inadvisable to anticipate an irrigation of more than 12,000 acres by means of the present scheme, although with an economical expenditure of the water the works will probably provide for irrigating 13,500 acres in the north-east monsoon.

19. With an irrigation of 12,000 acres only, the estimated cost is Rs. 23·54 per acre.

20. For the cultivation of the south-west monsoon it is impossible to make any forecast of much value. There are certain to be many years when there will be a good water supply for it, but it is also equally certain that in many years the supply will be insufficient.

21. My opinion is that the cultivation of that season should be largely, if not entirely, confined to the beds of the tanks to which water would be supplied from the Giant's Tank by means of minor channels, which ought to be opened throughout the whole district along the higher ground between the tanks. In this way the excellent soil of the tanks, doubtless the richest land of the district, would be utilized; while it would be an advantage for the fields to lie fallow for half the year.

Proposed Works.

22. The works for which provision is made in the present estimate are, as regards the Alavakka itself, practically identical with those designed for the former project, and the widths and depths of the supply channel will remain the same.

23. At the Giant's Tank the smaller depth of water to be retained has permitted some modifications which reduce the cost very considerably. The depth being no greater than that of many ordinary village tanks it is proposed to make the embankment of the dimensions adopted for such works. It will have a top only 6 feet wide, and both side slopes will be at the rate of 2 to 1.

24. A small puddle trench is provided for wherever the crest of the existing embankment is below the future water level; but it is not proposed to lay the expensive stone "pitching" for protecting the face from the erosion of waves before experience has shown it to be absolutely necessary. Until the need of it has been disproved, I think that a sum of Rs. 10,000 should be considered to be reserved for this work. As an alternative of a much more economical character, I would suggest that if the waves of the south-west monsoon be found to cut away the face of the embankment, an endeavour should be made to plant along the lower part of the slope the "bata" plant (*Ochlandra stridula*) which grows abundantly at the Batalagoda Tank, and which might perhaps become an effective defence.

25. Provision has been made for further enlarging the flood escape to 800 feet, owing to the reduced capacity of the reservoir to contain the water flowing into it during the maximum rainfall, which is assumed to be 15 inches per day.

26. The sluices have been re-designed with a view to their suitability for enlargement if the necessity arise.

27. After long consideration the headworks have been entirely re-modelled, and the head sluice has been removed to nearly the end of the second mile, or 1 mile 4,815 feet from its former site. According to the scheme as now revised all floods will be permitted to enter the Sittaru without obstruction, and to pass down it and the Alavakka up to the first flood escape at 1 mile 4,450 feet.

28. The flood bank from the Tekkam to the Alavakka will be omitted in three places, which will be left open as escapes for a flood equal to what was probably the only one that has reached their level during the present century, that is, the flood of 1882. So far as is known all other floods have been too low to permit any part of their water to flow back to the river by these escapes. It would be unsafe to omit other parts of this flood bank, there being low ground near them or at them over which the water would pass back to the river with a velocity that might possibly result in the excavation of a new water-course like the present outlet of the Sittaru. The escapes now provided for consist of two gaps of 600 feet and 480 feet in the first mile, and one gap of 400 feet in the second mile.

29. As provision is made in this manner for the discharge of a large body of water down the Sittaru, rejoining the river both at these natural escapes and at the masonry escape near the head sluice, the head over the anicut will be somewhat reduced. In view of the fact that floods have passed over it for centuries at nearly the same level as they will have in future, it is proposed to omit all abutments and wing-walls and flood banks at the Tekkam. The new work will be confined to the repair of the crest of the Tekkam to a width of 10 feet at the original level, and to the construction of three silt outlets in it as near the inlet of the Sittaru as possible.

30. Along the flood bank from the Tekkam to the Alavakka, the end of the western gap will be left open, for the floods will be at 1 mile 726 feet, where the level of the bank will be 11·84 feet above the crest of the Tekkam. From this point onward to the head sluice the flood bank will be constructed with a level crest, so that the water conveyed down the Sittaru cannot possibly pass over it.

31. The flood escape at 1 mile 4,450 feet will be lengthened from 60 to 70 feet, and will be altered in character so as to serve for the discharge of a large volume of water at a low level, in order to scour out the whole channel up to that point. As the success of the headworks entirely depends upon its capability to fulfil this purpose in a thorough manner, particular attention has been paid to the subject, it being well known that erecting the head sluice at such a distance from the inlet of the channel has not proved to be a success at some works in India. It is believed, however, that the arrangements which have been made here are such as to give a different result. The only point that cannot be finally settled in advance is the exact height to be given to the crest of this flood escape. It depends upon the question as to whether a high velocity of floods in the inlet of the Sittaru will be preferable to a low velocity. It is probable that a high velocity will transport large quantities of sand into the Sittaru along the bed or in suspension; while a low velocity will be free from this objection, but may, on the other hand, deposit a great depth of muddy silt which the higher velocity would have carried over the flood escape. Careful observation of the effects of the floods while the works are being carried out will enable a decision to be arrived at on this point.

32. At present the crest of the escape is designed to be 6 feet 6 inches above the sill of the head sluice, so as to turn water 5 feet 6 inches deep down the Alavakka. This is the minimum allowable height for the crest. Whether it should be raised or not must depend upon the effect of the floods.

33. The sill of the silt outlets in the escape will be not less than 3 feet below the bed of the channel at that point. If the levels of the rock prove suitable, an additional foot in depth (for which provision is made in the estimate) will be an advantage. To encourage scour in the Sittaru and channel the bed of the latter will be cut down for a width of 25 feet to a gradient of 2 feet per mile up to the flood escape. Most probably this will be increased to 3 feet per mile by scour.

34. The flood escape will be furnished with seven silt outlets, each 4 feet wide and 9·43 high as a minimum, separated by piers 6 feet wide and 21 feet long at their bases. The outlets will be

closed by double planking, sliding in grooves 2 feet apart, for facilitating the insertion and removal, of which under a considerable head of water it is proposed to employ two series of vertical wooden "needles" sliding on rails, by means of which the entrance can be temporarily closed. After the planking has been placed in the grooves the "needles" would be drawn and used in a similar manner at the next outlet. It is proposed to employ the same system at the silt outlets of the Tekkam.

35. The minimum height at the abutments of this escape will be 23 feet 2½ inches, and the flood level of 1882 would probably have been 11·07 feet deep over the piers. The maximum discharge of the floods over the escape is expected to be about 4,000 cubic feet per second, causing a velocity in the channel of about 4·7 feet per second. If this velocity bring too much sand into the channel, it can easily be reduced to any required extent by raising the level of the piers.

36. It is not certain what will be the height of the water on the low side of the piers when the silt outlets are being utilized for causing a scour in the channel. Probably when the water passing down is insufficient to flow over the flood escape, the silt outlets and the channel to the Giant's Tank will be able together to discharge more than 2,000 cubic feet per second, which might flow down the Sittaru with a velocity of nearly 4½ feet per second.

37. A footbridge will be built across the escape in order to permit the examination of the flood bank during floods.

38. The head sluice, 365 feet from the flood escape which has just been described, will resemble that mentioned in my last report, with the exception that being at a site where it will be permanently of some use, the style of masonry will be of a more durable character, being of stone throughout instead of being partly of brickwork. The height of this sluice will be 20 feet 3¼ inches, its sill being 8·43 feet below the crest of the Tekkam.

39. A flood bank will be required on the north side, carried out to high ground. As no section has been taken over the site, provision has been made for a bank similar to that which was needed on the same side of the valley according to the former designs, although the quantity of earthwork is believed to be much less here.

40. From the head sluice onward the character of the works remains as described in my last report. The silt outlets provided for at the second flood escape in the third mile will be a safeguard against any serious silting up of the Alavakka on the low side of the head sluice.

41. It may be necessary to open out a channel from the flood escape in the second mile to the river. An amount to cover the cost of this has been inserted in the earthwork of the estimate, a narrow cut being all that will be required.

42. Shade trees of species that can be utilized for timber should be planted along both sides of the channel, and along the outer side of the embankments of the channel and the Giant's Tank.

I am, &c.,
H. PARKER,
Irrigation Officer.

Enclosure No. 3 in No. 1.

The DIRECTOR OF PUBLIC WORKS to the SECRETARY, Central Irrigation Board.

No. 208. February 3, 1894.

SIR,—REFERRING to your letter No. 5 of 24th ultimo, I have the honour to inform you that the modified scheme of restoration of the Giant's Tank estimated to cost Rs. 282,460 submitted by Mr. Parker is, I consider, well conceived and designed, and the estimate is reasonable.

2. The plans are confusing, inasmuch as there are three schemes laid down upon some of them. I therefore recommend that one separate and complete set of plans and sections (tracings) of the present proposal be prepared, and I shall be glad to place a draughtsman at Mr. Parker's disposal for this service for a period not exceeding one month.

3. The works are all of the simplest character and design, and there is nothing approaching an engineering difficulty connected with them.

4. Provided the water is properly conserved, Mr. Parker's calculations regarding requirements and sufficiency may be accepted, and his view regarding supply is not too sanguine.

5. The enclosures of your letter under reference are herewith returned.

I am, &c.,
R. K. MACBRIDE,
Director of Public Works.

No. 2.

The DIRECTOR OF PUBLIC WORKS to the Hon. the COLONIAL SECRETARY.

No. 2,277. Colombo, October 14, 1897.

Progress Return on Estimate No. 134 of 1894.

SIR,—I HAVE the honour to report that the progress return on estimate No. 134 of 1894, Giant's Tank Works, showed an over-expenditure on several items, and consequently I called for an explanation from the Provincial Engineer, Northern Province. I enclose his reply.

* * * * * * *

3. As I understand His Excellency desires the work, especially the Alavakka, to be pushed on as rapidly as practicable, I request authority to authorize the Provincial Engineer to continue, on the distinct understanding that he gives full explanation of the over-expenditure incurred.

4. I regret that the press of work has delayed me for the present from reporting further on this project and the steps necessary to take in order to secure its more satisfactory progress.

I am, &c.,
F. A. COOPER,
Director of Public Works.

No. 35/754.

THE Board is in favour of the Director of Public Works' suggestion that work on the Alavakka be pressed on, with due explanation of any over-expenditure. The work is a desirable one and should be gone on with and completed energetically.

J. J. THORBURN,
Acting Secretary, Central Irrigation Board.

Enclosure in No. 2.

The PROVINCIAL ENGINEER, Northern Province, to the DIRECTOR OF PUBLIC WORKS.

No. 1,257. Jaffna, October 1, 1897.

Progress Return on Estimate No. 134 of 1894.

SIR,—IN reply to your letter No. 778 of 12/13th August last, I have the honour to report that I only find the authority to exceed the item of lines and buildings of the estimate.

2. In obedience to your orders No. 227 of 25th March, 1897, I took charge of the works connected with the Giant's Tank restoration and reported the over-expenditure on different items of estimate by my letter No. G. T. 46 of 18th April, 1897, and asked if Mr. Acland had brought this over-expenditure to the notice of the Central Irrigation Board.

3. After going carefully over the whole works I reported that a very large additional expenditure will be necessary to complete all work. I intended to send in a supplementary estimate to cover the over-expenditure (on nearly every item of estimate), but I have not been able to do so, as all sluice plans of the tank and two flood escape plans of the Alavakka are in Mr. Parker's hands, who has failed to send them to me though repeatedly written to. I am further hindered to send in a complete estimate, as I find the surveys and plans on which the works have till now been carried out insufficient to guide me in deciding all questions involved.

4. Also the question still pending, if the Giant's Tank bund between the 11th and 17th mile-posts, Madawachchi road, is to carry the road, or only be the bund of the tanks? The estimate also allows for minor channels Rs. 10,000. This is too vague, I would want surveys before fixing this question.

5. I must therefore request the authority of Government to be allowed to exceed the items of the estimate till I can, with the help of some surveys, determine on a final estimate. I shall give full explanation on every over-expenditure which takes place. I need hardly repeat that the over-expenditure is mostly due to *far too low rates* being allowed on the original estimate.

6. In conclusion, I beg to say that the authority to pay Re. 1·25 per cube of earthwork was obtained by Government before such expenditure was incurred.

I am, &c.,
H. A. GRANT,
Provincial Engineer.

No. 3.

The DIRECTOR OF PUBLIC WORKS to the Hon. the COLONIAL SECRETARY.

No. 2,389. Colombo, October 27, 1897.

SIR,—I HAVE the honour to inform you that I have recently, in company with the Provincial Engineer, Northern Province, inspected the works in progress in connection with the Giant's Tank irrigation project, and have gone through the plans and sections in his possession.

Extent of Project.

2. The project may briefly be described as including—

(*a*) The restoration of the Tekkam or weir across the Aruvi-aru, about 26 miles from Mannar.

(*b*) The restoration and improvement of Alavakka or main conduit from the Aruvi-aru to Giant's Tank. This main conduit commences immediately above the Tekkam, follows a westerly course for a length of about 1⅓ mile, consisting of the natural stream Sittaru, it then takes a southerly course, discharging into the Aruvi-aru. Here the artificial channel commences, and at a distance of about two-thirds of a mile is the site of the head sluice and flood escape. From this point the Alavakka continues in a westerly direction, entering the Giant's Tank at the level of the 116-ft. contour at a distance of about 12½ miles from the site of the head sluice.

(*c*) The restoration of the Giant's Tank bund and construction of sluices.

(*d*) The construction of main distributing channels for the irrigation of lands below the Giant's Tank.

Work at the Tekkam.

3. The following works have been completed, viz.:—

(*a*) The new sluice culverts, three in number, constructed of masonry, carried through the weir and protected by rail guards.

(*b*) The two upper courses of masonry have been pointed in cement mortar on the western or down-stream side, the upper surface of the overflow sill of the weir granted with cement concrete, and the inner or up-stream slope pitched with dry rubble.

4. The further works required at the Tekkam are—

(*a*) The underpinning with masonry in cement mortar of the bottom course on the down-stream side to secure the foundation against wash.

(*b*) The pitching of the inner or up-stream slope at the northern end with random rubble bedded in cement concrete.

(*c*) The construction of masonry slopes in cement mortar on both sides of the intake to the sluices, the fixing of 12 inches by 6 inches rolled beams in guard screens, and the making good with random rubble in cement concrete the invert of the intake to the sluices.

(*d*) The extension of the weir at the southern end for a distance of about 30 feet into the solid ground to prevent the passage of water round it, and the protection of the bank at the southern end of the weir by a wall about 5 feet in height and extending below the weir for a distance of about 30 feet.

(*e*) The construction of an apron of rubble masonry bedded in cement concrete about 2 feet 6 inches in thickness and extending to the junction of the southern extension with the old weir.

(*f*) The removal of the bank and jungle on the up-stream side of the weir to the level of its overflow sill, and of the jungle on the down stream side of the southern portion of the weir.

Work on the Alavakka.

5. The construction of a bund on the south side of Sittaru is in hand, and has been carried up to its full sectional area over about five-sixths of its length.

From what I saw of the manner in which this bund was being constructed, viz., being carried up in isolated sections, and the material consisting of a considerable proportion of hard lumps, I anticipate irregular settlement will occur and a considerable time will elapse before the bund is sufficiently consolidated to serve the purpose for which it is being constructed.

This bund should be constructed in as long lengths as practicable, carried up to a uniform level and consolidated as the work proceeds, and completed sections trimmed and turfed just before the rainy season commences.

The portion of the bund that crosses the Sittaru at the commencement of the artificial channel has not yet been commenced; to this I shall refer later on. The building along the south side of the artificial channel as far as the site of the head sluice and for a further distance, in all about 5 miles below the Tekkam, is about three-quarters finished.

The remarks above made respecting the bund on the south side of the Sittaru equally apply to this portion of the work.

The masonry work in the head sluice and in the 70 feet, 36 feet, 96 feet, and 144 feet flood escapes has been completed. A silt sluice between the 96 feet and 144 feet flood escapes has been commenced, and a masonry fall at the 5th mile completed.

With the exception of the bridge to convey the road from Madawachchiya to Mannar over the Alavakka, practically nothing has been done beyond the 5th mile. The piers and abutments of this bridge are about half completed.

6. Works still to be done on the first 5 miles are therefore—

(*a*) The completion of the bund on the south side of and across the Sittaru, and along the south side of Alavakka and completion of channel.

(*b*) The construction of the 56 feet flood escape and completion of the silt sluice.

(*c*) The whole of the work involved in the restoration and improvement of the remaining 9½ miles of the Alavakka, except the road bridge above referred to.

Giant's Tank.

7. As far as I can ascertain no steps have been as yet taken to obtain the necessary information for the design in detail of the sluices, the repair of the breaches in the bund, and other work in connection with the restoration of this tank and the construction of the main distributing channels for irrigating the land below the tank.

Particulars as to the material of which the present bund is constructed, the nature of its foundations, the depth to which it will be necessary to go to secure a sound foundation for those portions of the bund which it will be necessary to construct to effectually repair the breaches, and also for the sluices and overflow works, are required.

Information as to the area and level of the lands to be irrigated below the tank are also required before the main distributing channels can be designed.

General Observations.

8. An adequate provision of water for the proper consolidation of the material forming the bund and for the construction of masonry work is of great importance. Unfortunately no such provision exists during the greater part of the year along the line of the Alavakka, and owing to the invert of the artificial channel at its commencement being some 15 feet higher than the bed of the Sittaru at this point, it has not been found practicable to divert the waters of the Sittaru down the Alavakka pending the construction of the bund across that river.

9. No detail plans or sections, as far as I can ascertain, have ever been prepared for this portion of the bund, but I understand that it was proposed to construct it of earth. The reported level of the highest flood known is 32 feet above the bed of the Sittaru where this bund crosses, or 10 feet 6 inches over the overflow sill of the Tekkam, and I doubt the practicability of constructing in a solid and substantial manner an earth bund some 620 feet in length and 40 feet in height across the Sittaru in one dry season, and it is needless for me to say that the result of such a flood as the one above referred to, overtopping the earthen bank, its total destruction would be inevitable.

The construction of this portion of the bund requires careful consideration as soon as the plans and sections of the river and its banks in the vicinity of the proposed site have been prepared.

Historical.

10. It is not my intention to deal with the early history of the original project; information on this subject will be found in the published reports of Mr. Henry Parker, but to confine my remarks to the project now being carried out, viz., that of the restoration of the original works.

An account of the restoration project originally prepared by Mr. Parker is described in his report dated Colombo, 24th November, 1881, and involved an estimated expenditure of Rs. 1,058,865.

This project was subsequently amended (see Mr. Parker's report dated Batalagoda, 31st August, 1893) and the estimated cost reduced to Rs. 440,109.

In a report dated 6th December, 1893, Mr. Parker submits a still further amendment, reducing the estimated cost to Rs. 282,460, and received instructions from the Central Irrigation Board on the 23rd February, 1894, to be prepared to set preliminary matters on foot in connection with this project.

The estimate of Rs. 282,460 was sanctioned, chargeable to the Irrigation Fund, 17th April, 1894.

11. The work was actually commenced by the Provincial Irrigation Board, under Mr. Parker's general supervision, assisted by Mr. Auwardt, in May, 1894. Mr. Acland, however, being seconded from the Public Works Department for this service, relieved Mr. Parker on the 28th August, 1894.

On the 8th April, 1897, Mr. Acland having been appointed Acting Provincial Engineer, North-Central Province, Mr. Herft was, in accordance with instructions contained in Colonial Secretary's letter No. 412, dated 19th March, 1897, appointed to succeed Mr. Acland and take immediate charge of the work. This officer was placed under the direction of the Provincial Engineer, Northern Province, and the District Engineer, Mannar, and on the recommendation of Mr. R. D. Ormsby, Acting Director of Public Works, the work was placed in charge of the Public Works Department on the 24th May last.

The Provincial Engineer, however, continued to address the Central Irrigation Board, through the Provincial Irrigation Board, until the 1st July, when the Provincial Irrigation Board was informed that it was considered that the Provincial Engineer should address the Director of Public Works direct on all matters connected with this work.

12. Considerable difficulty has been experienced in obtaining labour for this work. This difficulty has recently been to a large extent reduced by the valuable assistance rendered by Mr. Fisher, Acting Government Agent, Northern Province, but the supply is somewhat intermittent, and it will probably be necessary to eventually recruit labour from India especially for this work.

Expenditure.

13. The annual expenditure incurred has been as follows :—

				Rs.	c.
During the year 1894	...	...	...	25,085	82
Do. 1895	...	...	...	46,797	81
Do. 1896	...	...	...	42,145	89
Do. 1897 to 31st March	..	...	...	11,272	2
From 1st April to 31st August	...	...	...	26,627	74
			Total ...	151,929	28

It appears obvious that the expenditure that will be involved in the completion of this project will considerably exceed the amount of the sanctioned estimate, viz., Rs. 282,460.

Recommendations.

14. In view of the importance of getting water down the Alavakka at the earliest possible date, it is desirable that the completion of the bund as far as the head sluice should be accomplished at as early a date as possible.

15. The preparation of the plans and sections necessary to determine the most suitable position for blocking up the Sittaru and the design of this dam should be taken in hand at once.

16. The clearing of the jungle along the whole line of the Alavakka, detailed survey, cross sections, and preparation of the working drawings for the completion of this conduit should also be taken in hand.

17. As soon as the Sittaru has been blocked I see no reason why the work should not be proceeded with along the whole line of the Alavakka. This work should be carried on simultaneously in 3-mile sections, each section being under the immediate supervision of at least one overseer.

18. Accurate surveys should be made and levels taken of the Giant's Tank bund and the necessary information obtained with a view to the preparation of detailed plans, sections, and estimates.

19. All plans, sections, and estimates should be made in accordance with the project described in Mr. Parker's report dated 31st August, 1893, as amended by his subsequent report dated 6th December, 1893, and approved by the Central Irrigation Board in April, 1894.

20. The Alavakka or main conduit to be capable of conveying 800 cubic feet of water per second, with a mean velocity of 2·3 feet per second.

The Giant's Tank bund to be restored to retain water to the 9-foot contour shown on the plan, or to a depth of 10 feet at the lowest sluices.

Organization.

21. If this work is to be satisfactorily completed, I advise that the Provincial Engineer, Northern Province, should continue to have complete control, subject to the general control of the Director of Public Works, over the work, and he should be assisted by a competent Resident Engineer, who should reside on the works.

22. The Resident Engineer will require a capable man to act as clerk and storekeeper, and a pioneer clerk.

23. Mr. Herft should remain as Inspector under the immediate instructions of the Resident Engineer.

24. The service of a surveyor will be temporarily required.

25. The Provincial Engineer should have power to engage from time to time such overseers and survey coolies as may be necessary.

26. Temporary buildings will require to be erected for the accommodation of the Resident Engineer and his staff and for the overseers and workmen engaged.

FRANCIS A. COOPER,
Director of Public Works.

No. 4

Extract from the Administration Report of Mr. H. WARD, Director of Irrigation, dated May 7, 1901.

Mr. N. M. Walker, who is seconded from the Public Works Department, is in charge of the Giant's Tank Works. These works have, I am pleased to report, made excellent progress during the past year, and a stream of water 70 feet wide and 4 or 5 feet deep was turned down the Alavakka for the first time from the Aruvi-aru since the works were designed by the ancient engineers, and found its way through the breaches in the Giant's Tank bund into the ancient channels, and turned what would have been a scanty and miserable harvest into a plentious and successful one.

The Government Agent, Northern Province, informed me that the water from the Giant's Tank had saved the crops in Nannatan and a large part of Mantai pattu. The Irrigation Engineer reports that a small flow of water was sent down the channel from 24th October to 8th November, when it stopped. On 16th November water first commenced to flow properly, and the flow continued till the end of February, 1901, when the head sluice was closed; it was again opened on the 12th March, 1901, and closed on the 22nd idem. The flow consisted, when I saw it early in December, of a stream about 70 feet wide, 4 to 5 feet deep, and flowing at the rate of about 1·8 to 2 feet per second.

No. 5.

Extract from the Administration Report of the Government Agent of the Northern Province for 1900.

Mr. N. M. Walker, the Engineer in charge of the Giant's tank, has been good enough to furnish me with the following statement of work done during 1900:—

61,618·92 cubes of earth and puddle work.
171·62 squares turfing bund.
233·72 acres clearing jungle and uprooting stumps.
9,040·00 square feet timber sawn for building bridges and spills.
39·08 cubes masonry in lime mortar in timber houses.
30·50 cubes of metal broken, transported, and piled; blasting rock, wedging, dressing, and fixing beam stones at head sluice and erecting parapet wall; trimming masonry at 36 ft. spill and 2 ft. 6 in. drop; preparing stones for sluices in Giant's tank; fixing bridges over spills and fitting planks to the grooves in spills, tarring and painting ironwork of bridges, spills, and sluices.

The channel leading from the Aruvi-aru has been completed during the year and the water from the river was turned in November into the Giant's Tank, and from there flowed through the breaches into the village tanks below, filling twenty tanks in Mantai and ten tanks in Nannatan. The rainfall in these pattus was insufficient for cultivation, and the water from the Giant's Tank has, the first year it has been available, averted a partial failure of crops.

The work on the Giant's Tank is expected to be completed this year, as there is a good labour force now on the works. The earthwork on the bund of the Giant's Tank should be completed by May, leaving the sluices and distributing channels, &c., still to finish.

No. 6.

The DIRECTOR OF IRRIGATION to the Hon. the COLONIAL SECRETARY.

No. 112. Colombo, 3rd April, 1901.

Estimate for the Completion of the Giant's Tank Works, Northern Province.

SIR,—I HAVE the honour to forward for your information the annexed papers relating to the sanction by the Central Irrigation Board of an estimate for Rs. 304,402 for the completion of the Giant's Tank Works.

H. WARD,
Director of Irrigation.

Enclosure in No. 6.

Memorandum to accompany Estimate for Rs. 304,402 for the Completion of Giant's Tank Works.

ESTIMATE No. 134 of 1889 provided Rs. 282,460, which was spent, and the following advances have since been authorized by the Central Irrigation Board previous to 1st January, 1901, pending the framing of the estimate now submitted:—

	Rs.
On June 26, 1899	47,540
On March 31, 1900	20,000
On June 13, 1900	50,000
On October 8, 1900	25,000
Total ...	142,540

Of this sum, there was a balance of Rs. 4,628·12 on the 1st January last, which, deducted from Rs. 142,540, shows an expenditure of Rs. 137,911·88 as the amount of the advances expended on the works at Giant's Tank previous to 1st January, 1901. The items on part 1 of the estimate show the quantities and rates at which this work has been carried out.

Part 2 of the estimate provides for the work that it is now estimated is required from the 1st January, 1901, to complete the scheme according to the most recent information available.

Provision is also made for the deviation of the Mannar and Madawachchiya road and the shifting of the telegraph wire which has been interfered with by the works.

The monthly expenditure at Giant's Tank is at present about Rs. 15,000, and the balance of Rs. 4,628 remaining from previous advances, added to the advance of Rs. 30,000 which was granted on the 26th January, 1901, will provide funds for the payment of labour for January and February.

If, therefore, the enclosed estimate is sanctioned within the next month, no further advance will be required.

H. WARD,
Director of Irrigation.

Colombo, March 2, 1901.

Estimate of the Expense necessary to be incurred for completing the Giant's Tank Works.

Specification.	Quantities.	Items.	Rate.	Amount.	Total.
		PART 1.	Rs. c.	Rs. c.	Rs. c.
This estimate provides for the execution of the works named in the accompanying specification necessary for the completion of the Giant's Tank. It is divided into two parts: Part 1 enumerates works that have been already carried out on sums advanced in anticipation of the framing of the final estimate; and Part 2 enumerates works that remain to be carried out to complete the work.	72,720	Cubes earthwork ...	1 45	105,444 0	
	4·84	Cubes masonry in cement ...	60 0	290 40	
	39	Cubes masonry in lime ...	45 0	1,755 0	
	442	Squares turfing	1 0	442 0	
	10,800	Square feet sawing in planks and beams at per 100 square feet ...	15 0	1,620 0	
	236	Acres jungle clearing and uprooting...	40 0	9,440 0	
	30·5	Cubes metal piled ...	7 0	213 50	
		Pay of clerk for nineteen months ...	50 0	950 0	
		Pay of Medical Officer and orderly for eighteen months ...	60 0	1,080 0	
		Lines—rice store, dispensary, dispenser's quarters, &c. ...	—	5,000 0	
		Contingencies	—	11,677 10	
					137,912 0
		PART 2.			
		Item 1.			
	25	Cubic feet timber in planking ...	2 50	62 50	
	2	Number of old rails fixed ...	20 0	40 0	
		Item 2.—Alavakka and Flood Escape.			
	150	Cubes earthwork in 36 ft. spill ...	2 0	300 0	
	3,000	Cubes earthwork in 96 ft., 144 ft., and 2 of 60 ft. each	1 50	4,500 0	
	20	Acres clearing jungle ...	10 0	200 0	
	200	Lines uprooting stumps ...	5 0	1,000 0	
	2,000	Cubes earth excavation and filling ...	1 25	2,500 0	
	400	Lines trimming and levelling bund...	7 50	3,000 0	
	50	Cubic feet of 3 ft. planking ...	2 0	100 0	
		Turfing where advisable ...	—	1,000 0	
	8	Number completing houses for storing planks	150 0	1,200 0	
	1	Sluice and two gates ...	—	1,750 0	
		Item 3.—Giant's Tank.			
	50	Acres clearing jungle ...	25 0	1,250 0	
	50,000	Cubes earthwork in bund ...	125 0	37,500 0	
	7,500	Cubes cutting in spill ...	150 0	11,250 0	
	2,750	Cubes puddle	3 0	8,250 0	
	2	Number of sluices in 8th and 9th miles	750 0	1,500 0	
	2	Number of sluices in 6th and 7th miles	1,675 0	3,350 0	
	1	Number of sluices in 5th mile ...	2,539 0	2,539 0	
	3	Number of sluices in 3rd and 4th miles	3,228 0	9,684 0	
	2	Number of bridges ...	306 0	612 0	
	5,800	Squares removing pitching on bund...	3 0	17,400 0	
		Turfing bund where advisable ...	—	1,000 0	
		Item 4.—Minor Channels.			
		Minor channels ...	10,000 0	10,000 0	
		Item 5.—General Charges.			
		Lines and buildings ...	2,500 0	2,500 0	
		Transport of plant and materials ...	2,000 0	2,000 0	
		Clerk's pay	—	600 0	
		Medical Officer's pay and orderly ...	—	720 0	
		Repair of storm damages to Giant's Tank bund ...	—	1,000 0	
		Item 6.—Deviation of Road and Telegraph Line necessitated by the Works.			
	9,000	Cubes earthwork ...	1 25	11,250 0	
	16	Number of culverts with concrete cover stones ...	150 0	2,400 0	
		Shifting telegraph wire as per Postmaster-General's estimate ...	—	2,595 0	
				143,052 50	
		Contingencies ...	—	14,305 50	
					157,358 0
					295,270 0
		Transport fund ...	—	—	9,132 0
					304,402 0

Colombo, March 2, 1901.

H. PARKER,
for Director of Irrigation.

XXXV.—1901.

STATEMENT

SHOWING

THE AMOUNT OF SCHEDULE FEES RECEIVED BY THE SEVERAL FISCALS

DURING

THE YEAR 1900.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents

1901.

FISCALS' SCHEDULE FEES.

STATEMENT showing the Amount of Schedule Fees received from the Fiscals of the several Provinces, agreeably to the 16th clause of the Ordinance No. 4 of 1867 and Ordinance No. 43 of 1884, during the Quarters ended March 31 and June 30, 1900.

Province and District.	Quarter ended March 31, 1900.								Quarter ended June 30, 1900.							
	January.		February.		March.		Total.		April.		May.		June.		Total	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Western.																
Colombo ...	478	20	412	70	753	5	1,643	95	430	65	601	80	548	0	1,580	45
Negombo ...	124	20	183	10	180	60	487	90	109	0	176	35	141	75	427	10
Kalutara ...	118	55	111	0	131	75	361	39	119	75	112	25	113	0	345	0
Total ...	720	95	706	80	1,065	40	2,493	15	659	40	890	40	802	75	2,352	55
Central.																
Kandy ...	100	0	86	0	76	25	262	25	89	70	67	50	103	0	260	20
Matale ...	13	0	12	0	7	0	32	0	14	75	20	25	18	90	53	90
Nuwara Eliya ...	7	50	8	0	8	50	24	0	7	75	18	50	5	50	31	75
Gampola ...	59	35	55	25	42	85	157	45	30	75	48	0	34	85	113	60
Hatton ...	8	20	31	0	31	25	70	45	23	50	24	75	22	75	71	0
Total ...	188	5	192	25	165	85	546	15	166	45	179	0	185	0	530	45
Northern.																
Jaffna ...	204	50	204	35	228	60	637	45	189	50	206	45	274	95	670	90
Mannar ...	10	25	7	0	10	75	28	0	2	50	27	75	12	25	42	50
Mullaittivu ...	1	0	—		1	25	2	25	—		—		—		—	
Total ...	215	75	211	35	240	60	667	70	192	0	234	20	287	20	713	40
Southern.																
Galle ...	336	5	343	90	308	50	988	45	289	50	446	25	279	80	1,015	55
Matara ...	139	15	152	25	248	60	540	0	154	10	188	50	177	85	520	45
Tangalla ...	23	60	40	25	27	0	90	85	12	0	30	60	45	35	87	95
Hambantota ...	—		—		—		—		22	75	10	35	—		33	10
Total ...	498	80	536	40	584	10	1,619	30	478	35	675	70	503	0	1,657	5
Eastern.																
Batticaloa ...	84	10	41	45	58	25	183	80	35	0	39	0	41	70	115	70
Trincomalee ...	24	25	19	0	36	75	80	0	12	35	16	35	21	0	49	70
Total ...	108	35	60	45	95	0	263	80	47	35	55	35	62	70	165	40
North-Western.																
Kurunegala ...	61	25	67	85	66	25	195	35	74	25	75	60	92	55	242	40
Puttalam ...	66	75	21	15	43	50	131	40	16	50	26	85	48	75	92	10
Chilaw ...	57	85	42	60	50	95	151	40	50	15	50	10	42	25	142	50
Total ...	185	85	131	60	160	70	478	15	140	90	152	55	183	55	477	0
North-Central.																
Anuradhapura...	2	0	2	85	3	75	8	60	1	0	0	50	1	0	2	50
Uva.																
Badulla ...	22	25	9	75	11	0	43	0	8	0	35	25	11	50	54	75
Sabaragamuwa.																
Ratnapura ...	34	50	19	0	24	0	77	50	4	25	28	0	37	25	69	50
Kegalla ...	49	0	31	5	51	0	131	5	19	75	38	20	16	75	74	70
Avisawella ...	1	0	4	50	2	50	8	0	1	50	2	50	6	0	10	0
Total ...	84	50	54	55	77	50	216	55	25	50	68	70	60	0	154	20

RECAPITULATION.

	Quarter ended March 31, 1900. Rs. c.	Quarter ended June 30, 1900. Rs. c.
Western Province ...	2,493 15	2,352 55
Central Province ...	546 15	530 45
Northern Province ...	667 70	713 40
Southern Province ...	1,619 30	1,657 5
Eastern Province ...	263 80	165 40
North-Western Province ...	478 15	477 0
North-Central Province ...	8 60	2 50
Province of Uva ...	43 0	54 75
Province of Sabaragamuwa ...	216 55	154 20
Total ...	Rs. 6,336 40	Rs. 6,107 30

STATEMENT showing the Amount of Schedule Fees received from the Fiscals of the several Provinces, agreeably to the 16th clause of the Ordinance No. 4 of 1867 and Ordinance No. 43 of 1884, during the Quarters ended September 30 and December 31, 1900.

Province and District	Quarter ended September 30, 1900.								Quarter ended December 31, 1900.							
	July.		August.		September.		Total.		October.		November.		December.		Total.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Western.																
Colombo ...	717	60	640	22	748	4	2,105	86	727	25	685	75	527	20	1,940	20
Negombo ...	113	5	264	35	201	85	579	25	222	75	166	70	125	75	515	20
Kalutara ...	132	0	143	0	276	25	551	25	118	75	121	0	92	50	332	25
Total ...	962	65	1,047	57	1,226	14	3,236	36	1,068	75	973	45	745	45	2,787	65
Central.																
Kandy ...	100	25	117	70	128	95	346	90	135	45	156	10	133	20	424	75
Matale ...	16	75	18	50	23	0	58	25	20	50	23	0	9	75	53	25
Nuwara Eliya ...	12	50	11	75	4	50	28	75	10	25	14	0	9	75	34	0
Gampola ...	38	25	46	25	32	50	117	0	40	0	37	50	26	25	103	75
Hatton ...	18	75	21	50	21	0	61	25	23	50	32	50	33	25	89	25
Total ...	186	50	215	70	209	95	612	15	229	70	263	10	212	20	705	0
Northern.																
Jaffna ...	212	5	263	75	226	50	702	30	243	80	258	90	254	50	757	20
Mannar ...	5	75	8	25	27	25	41	25	4	50	15	75	13	50	33	75
Mullaittivu ...	—		0	50	0	50	1	0	1	25	3	50	4	50	9	25
Total ...	217	80	272	50	254	25	744	55	249	55	278	15	272	50	800	20
Southern.																
Galle ...	358	70	330	19	327	65	1,016	54	307	60	298	50	254	75	860	85
Matara ...	197	80	134	5	242	60	574	45	239	75	263	90	181	0	684	65
Tangalla ...	5	75	13	75	26	70	46	20	63	0	15	45	56	50	134	95
Hambantota ...	9	25	11	50	11	50	32	25	—		24	50	92	0	116	50
Total ...	571	50	489	49	608	45	1,669	44	610	35	602	35	584	25	1,796	95
Eastern.																
Batticaloa ...	39	70	80	40	34	95	155	5	42	5	63	25	36	0	141	30
Trincomalee ...	33	50	14	75	9	25	57	50	32	75	23	50	15	75	72	0
Total ...	73	20	95	15	44	20	212	55	74	80	86	75	51	75	213	30
North-Western.																
Kurunegala ...	94	30	70	0	45	0	209	30	47	75	55	95	50	75	154	45
Puttalam ...	60	25	61	75	28	70	150	70	51	10	43	80	26	25	121	15
Chilaw ...	67	95	43	65	81	25	192	85	81	0	73	75	52	0	206	75
Total ...	222	50	175	40	154	95	552	85	179	85	173	50	129	0	482	35
North-Central.																
Anuradhapura ...	2	10	4	0	2	50	8	60	0	50	4	50	0	50	5	50
Uva.																
Badulla ...	34	0	14	60	16	75	65	35	62	45	0	75	3	50	66	70
Sabaragamuwa.																
Ratnapura ...	37	50	27	75	23	0	88	25	35	75	23	0	14	50	73	25
Kegalla ...	56	35	54	50	33	50	144	35	27	50	45	30	54	50	127	30
Avisawella ...	1	50	5	0	5	0	11	50	4	50	5	0	2	50	12	0
Total ...	95	35	87	25	61	50	244	10	67	75	73	30	71	50	212	55

RECAPITULATION.

	Quarter ended September 30, 1900. Rs. c.	Quarter ended December 31, 1900. Rs. c.
Western Province ...	3,236 36	2,787 65
Central Province ...	612 15	705 0
Northern Province ...	744 55	800 20
Southern Province ...	1,669 44	1,796 95
Eastern Province ...	212 55	213 30
North-Western Province ...	552 85	482 35
North-Central Province ...	8 60	5 50
Province of Uva ...	65 35	66 70
Province of Sabaragamuwa ...	244 10	212 55
Total ...	Rs. 7,345 95	Rs. 7,070 20

XXXVI.—1901.

CORRESPONDENCE

RESPECTING THE

REBATE OF CUSTOMS DUTY FOR THE TROOPS.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

CORRESPONDENCE RESPECTING THE REBATE OF CUSTOMS DUTY FOR THE TROOPS.

No. 1.

Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., to the Right Hon. J. CHAMBERLAIN, M.P.

Miscellaneous.—No. 327.

Queen's House, Colombo,
Ceylon, August 19, 1901.

SIR,—I HAVE the honour to address you regarding an application from the General Officer Commanding for an increase of the grant of Rs. 25,000 now made under Ordinance No. 22 of 1896 on account of compensation in lieu of rebate on Customs duty on articles imported for the troops.

2. The circumstances under which the application is made are stated in the enclosed copy of a letter dated 19th June, 1901, from the Officer Commanding 1st Battalion Duke of Cornwall's Light Infantry to the Chief Officer.

3. I cannot admit the strength of Colonel Verschoyle's argument for compensation from Colonial funds. Although, when the sum of Rs. 25,000 was fixed, it was not contemplated that more than one battalion of British Infantry would be stationed in the Island, yet it cannot be justly held that the Colony is liable in law, or even in strict equity, to make an increased payment for the additional troops now quartered in the Island in Imperial and not Colonial interests.

4. On the other hand, it is hard that the officers and men should suffer, and accordingly, if the War Office is not willing to pay the additional sum required, I am ready, as an act of grace and as a proof of the kindly and liberal spirit in which the Colony desires to treat all questions which concern the comfort of His Majesty's troops stationed in their midst, to make the concession at the expense of the Colony.

5. I have consulted the Executive Council, and a majority agree with me, and accordingly I propose, with your approval, to invite the Legislative Council to vote, with retrospective effect, the amount required, viz., Rs. 1,200 per mensem, to enable the rebate to be paid to the additional British troops and officers at the rates given in the schedule attached to Ordinance No. 22 of 1896. I have no doubt that the Legislative Council will gladly and unanimously pass the vote, especially when it is pointed out to them that the increase in the number of troops has served to augment the revenue of the Colony.

I have, &c.,
WEST RIDGEWAY.

Enclosure in No. 1.

The CHIEF STAFF OFFICER to the Hon. the COLONIAL SECRETARY.

C. R., Ceylon, 10,458 9.

Headquarter Office, Ceylon,
June 28, 1901.

SIR,—I HAVE the honour to forward the enclosed letter from the Officer Commanding 1st Battalion Duke of Cornwall's Light Infantry on the subject of rebate, and to request that the matter may be brought to the notice of His Excellency the Governor.

The proposal appears to me to be just and reasonable, and I hope that it may meet with the favourable consideration of the Colonial Government.

I have, &c.,
E. NOEL, Lieut.-Colonel,
Chief Staff Officer, Ceylon.

Sub-enclosure in Enclosure in No. 1.

Lieutenant-Colonel J. H. VERSCHOYLE, Commanding 1st Duke of Cornwall's Light Infantry, to the CHIEF STAFF OFFICER.

No. Q. M. 2,635 (*a*).

Diyatalawa, June 19, 1901.

SIR,—WITH reference to C. R. 10,458/6 relative to the compensation in lieu of Customs rebate granted by this Colony, I have the honour to ask that His Excellency the General Officer Commanding may be pleased to approach the Colonial Government with a view to the sum of Rs. 25,000 allowed annually to the whole of the troops in this command being increased.

It appears that the amount of compensation was fixed in 1896, and was presumably based on the estimated value of the Customs duty derived from the imports of canteens of the garrison, when it consisted of one infantry battalion only. As it now consists of two British battalions instead of one, the men will only get the benefit of half the amount of compensation granted by His Excellency the Governor's Ordinance No. 22 of 1896. This will fall particularly hard on the troops at Diyatalawa, as they already have to bear the additional cost of the railway freight on their supplies from Colombo to Kandy.

The increased compensation recommended by me would not, I take it, form any extra charge against Colonial funds, as the augmentation of the garrison must make a corresponding increase in the revenue derived by the Customs authorities, and the circumstances which necessitate the additional garrison must also materially add to Colonial funds.

Under these circumstances, I trust that the payment of the compensation may not be stopped when the Rs. 25,000 is expended, but that a supplementary grant may be allowed to cover the rest of the year.

I have, &c.,

J. H. VERSCHOYLE, Lieut.-Colonel,
Commanding 1st Duke of Cornwall's Light Infantry.

No. 2.

The Hon. the COLONIAL SECRETARY to the DEPUTY ASSISTANT ADJUTANT-GENERAL and CHIEF STAFF OFFICER.

No. 11,933. Colonial Secretary's Office,
Colombo, August 24, 1901.

SIR,—I AM directed to acknowledge the receipt of your letter of the 28th June last, forwarding an application for an increase of the grant of Rs 25,000 now made under Ordinance No. 22 of 1896 on account of compensation in lieu of rebate on Customs duty on articles imported for the troops.

2. I am to inform you that it is proposed, if the Secretary of State for the Colonies concurs, to ask the Legislative Council to vote the additional amount of Rs. 1,200 per mensem in the event of the War Office being unwilling to bear the cost.

I am, &c.,

A. G. CLAYTON,
for Colonial Secretary.

No. 3.

The Right Hon. J. CHAMBERLAIN, M.P., to Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.

Ceylon.—No. 346. Downing street, September 13, 1901.

SIR,—I HAVE the honour to acknowledge the receipt of your despatch No. 327 of the 19th ultimo, respecting an application which you have received from the General Officer Commanding, asking for an increase to Rs. 39,400 of the grant of Rs. 25,000 made under Ordinance No. 22 of 1896 in lieu of rebate on Customs duty on articles imported for the troops.

2. I think that the Colony might well make this small concession, and that under the circumstances the claim on Imperial funds may fairly be waived.

I have, &c.,

J. CHAMBERLAIN.

XXXVII.—1901.

ADMINISTRATION REPORT

OF

THE MUNICIPAL COUNCIL OF COLOMBO

FOR THE YEAR

1900.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 40 cents.

1901.

MUNICIPALITY OF COLOMBO.

REPORT OF THE CHAIRMAN FOR 1900.

I.—Revenue and Expenditure.

The revenue of the year amounted to Rs. 1,152,137·58, exceeding that of the previous year by Rs. 63,618·08, and exceeding the average of the five years preceding by Rs. 280,456·25.

2. The increase was general under nearly every head of revenue, except under the head of Licenses. The apparent decrease under that head was owing to a receipt from Government of Rs. 52,500, being arrears of the stamp duty on licenses on arrack taverns, which amount swelled the receipts for 1899. The increase of Rs. 47,045·55 on account of the consolidated rate is chiefly due to the revision of assessment, that of Rs. 32,471·34 to a larger sale of water to the shipping, and Rs. 12,709·39 to better results being obtained by the sale of the toll rents.

3. The following statement gives details of the rise and fall under the specified heads of revenue:—

General Account.	1900. Rs. c.	1899. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Commutation under the Road Ordinance ...	82,873 0	79,154 0	3,719 0	—
Licenses	78,484 29	126,340 43	—	47,856 14
Markets	35,864 46	35,785 61	78 85	—
Slaughter-houses ...	42,158 89	38,864 49	3,294 40	—
Health Department ...	117,642 56	113,338 64	4,303 92	—
Judicial fines... ...	28,424 29	19,794 26	8,630 3	—
Tolls	127,411 24	114,791 85	12,709 39	—
Miscellaneous ...	94,483 32	94,002 91	480 41	—
	607,342 5	621,982 19	33,216 0	47,856 14
Assessment Account.				
Sale of water ...	155,914 88	123,443 54	32,471 34	—
Consolidated rate ...	379,682 88	332,637 33	47,045 55	—
Other sources ...	9,197 77	10,456 44	—	1,258 67
	1,152,137 58	1,088,519 50	112,732 89	49,114 81
		Deduct Decrease ...	49,114 81	
			63,618 8	

4. The arrears of the consolidated rate outstanding on 1st January, 1900, amounted to Rs. 66,325·82, of which a sum of Rs. 52,437·56 was recovered during the year. The balance of Rs. 13,888·26 and the unpaid rates due for the fourth quarter of 1899 to the third quarter of 1900, inclusive, make up a total of Rs. 116,887·47, which represents the arrears outstanding on 31st December, 1900.

Deducting the arrears of previous years, viz., Rs. 13,888·26, from this sum of Rs. 116,887·47, the balance remaining, viz., Rs. 102,999·21, represents the arrears of 1900 only. These arrears are attributable partly to the increase of the amount due by the revision of assessment and partly to the suspension of work for nearly three months by the collectors owing to the contemplated change in the system of collection ; also to the action of a majority of the ratepayers withholding payment until their appeals for reduction of assessment were disposed of.

The percentage of arrears of the year to the amount due for the year was 24·2 in comparison with 17·3 for 1899.

5. The expenditure for the year was Rs. 902,408·05, being below that of the previous year by Rs. 24,821·84, but exceeding the average of the five years preceding by Rs. 121,336·49. The decrease under 1899 is mainly owing to smaller expenditure by the Works Department, as several votes sanctioned late in the year were not worked during the year, but re-voted for expenditure during 1901 ; also to the difficulty experienced in obtaining a sufficient quantity of metal to meet the requirements of the Department. There was also a decrease of nearly Rs. 6,00 ' in the expenditure of the Health Department, owing to the extra expenditure the previous year in opening the new depôt at Narahenpitiya not being found necessary in 1900.

In Assessment Account, Miscellaneous, there is a decrease of over Rs. 8,500 ; this is owing to some votes, such as the moiety of the late Shroff's defalcations (Rs. 5,805) and cost of revision of assessment (Rs. 3,619·56), not being found in the accounts of 1900.

On the other hand, there is an increase of expenditure of over Rs. 16,000 under the heads Extension of Lighting and Water and of Rs. 6,000 for Cost of Lighting.

6. The following statement gives details of the rise and fall under the specified heads of expenditure :—

General Account.	1900. Rs. c.	1899. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Contribution on account of Victoria bridge ...	8,000 0	8,000 0	—	—
Refund of loan to Government on account of Health Department	11,200 0	11,600 0	—	400 0
Salaries, allowances, and other personal emoluments ...	69,280 91	68,190 23	1,090 68	—
Commission on collections under Road Ordinance ...	5,085 33	8,070 97	—	2,985 64
Costs in legal proceedings ...	430 70	741 0	—	310 30
Feeding charges at slaughter-houses	3,248 36	3,614 45	—	366 9
Miscellaneous charges ...	49,792 14	47,012 72	2,779 42	—
Works Department ...	232,102 58	277,270 78	—	45,168 20
Scavenging	38,363 28	35,890 61	2,472 67	—
Slaughter-houses ...	5,761 33	5,010 96	750 37	—
Disinfectants ...	—	498 50	—	498 50
Advance Account ...	5,499 11	2,972 50	2,526 61	—
Health Department ...	130,355 11	136,101 84	—	5,746 73
	559,118 85	604,974 56	9,619 75	55,475 46
Assessment Account.				
Waterworks and Police ...	190,000 0	190,000 0	—	—
Lighting	89,441 23	83,164 39	6,276 84	—
Extension of gas ...	13,846 43	811 18	13,035 25	—
Extension of water ...	4,542 45	1,486 96	3,055 49	—
Salaries, allowances, and other personal emoluments ...	27,287 67	22,647 64	4,640 3	—
Costs in legal proceedings ...	2,636 49	41 50	2,594 99	—
Miscellaneous charges ...	15,534 93	24,103 66	—	8,568 73
	902,408 5	927,229 89	39,222 35	64,044 19
			Deduct Increase ...	39,222 35
				24,821 84

7. The balance to the credit of the Municipal Fund on 1st January, 1900, was Rs. 573,464·62, and at the close of the year it amounted to Rs. 823,194·15. The difference between these two sums, namely, Rs. 249,729·53, is accounted for as follows :—

	Rs. c.
Revenue, 1900	1,152,137 58
Expenditure, 1900	902,408 5
	249,729 53

8. The prescribed statement showing the nature and amount of receipts and disbursements on account of the Municipal Fund during the year is contained in Appendix A.

II.—LEGISLATION.

9. By Ordinance No. 4 of 1900 the duty of issuing licenses to boats plying for hire in the lake, which was hitherto done by the Hon. the Government Agent, is now laid on the Chairman.

10. Ordinance No. 10 of 1900 amends the Road Ordinances of 1861, 1884, and 1900, by extending the date for payment of the commutation tax from the 28th February to the 31st March. The date for claiming exemption has been similarly extended to the same period, and the Chairman is authorized to discharge out of prison any person who has paid the penalty after commitment under the Ordinance.

11. Ordinance No. 16 of 1900 amends the law as regards exemption of certain buildings from consolidated rate.

12. The by-laws adopted by the Municipal Council are still before the Legislature, and have not yet been passed.

13. The Superintendent of Works was requested to draft out by-laws regulating the erection of buildings within the city, but these have not yet been completed.

III.—MUNICIPAL WORKS.

14. The following works, which were incomplete at the end of 1899, were completed in 1900 :—

	Estimated at Rs.	Expenditure in 1899 and 1900. Rs. c.
Road through Silversmith street quarry ...	17,930	17,633 58
Drain, Gintupitiya street	8,750	8,741 60
Drain, Guildford crescent	4,400	3,966 10
Bambalapitiya market.	5,680	5,616 45
Filling lake, Union place (portion)	5,700	5,692 92
Wall, Maligakanda park	2,750	2,749 98
Improvement, Dean's road market	2,700	2,699 95
	47,910	47,100 58

15. New works undertaken, but not completed within the year, were as follows :—

	Estimated at Rs. c.	Expenditure. Rs. c.
Improvement to Parson's road	6,764 50	4,935 74
Improvement of drainage of Sea street ...	10,000 0	4,535 91
Filling lake, Union place	7,500 0	6,357 54
Protection of outlet from lake and of Galle Face beach...	5,431 0	5,275 33
Improvement of drainage, &c., Kochchikada street ...	3,244 0	760 46
Erection of George Wall Memorial Fountain ...	3,587 93	2,478 91
Alterations to Dean's road market	2,312 0	2,198 13
Park, Havelock Town	1,500 0	1,030 63
	40,339 43	27,572 65

IV.—Specially Desirable Measures.

(1) *Water Supply.*

16. The work of duplicating 10 miles of the main, agreed upon in 1897 between the Government and the Municipal Council jointly, was completed during the year, and before the completion of this report the moiety due by the Council, amounting to Rs. 361,600, was paid to Government out of the accumulated funds of the Assessment Account.

(2) *Sanitation and Drainage.*

17. A Special Committee was appointed on the 15th March, 1900, by the Municipal Council, to consider a letter from the Chairman of the Commission on Sanitary Improvements in Colombo.

The Committee held ten meetings during March and April; several of the leading medical practitioners of the city were examined on questions of the public health and sanitation, and expert evidence was taken on the sanitary condition of the harbour and the amount of pollution caused by the flow into it of some of the town drains. The report of the Special Committee was adopted by the Municipal Council on the 6th April and forwarded to Government the same day. A copy of the report is appended (Appendix B).

18. The sum of Rs. 10,500, being stamp duty on licenses on arrack taverns, was paid by Government to the Municipal Fund, and was, as usual, devoted to works of sanitation; of this, a sum of Rs. 1,813·99 was expended during the year, and the balance re-voted for expenditure in 1901.

V.—Other Desirable Measures.

(1) *Public Lighting.*

19. In July, 1899, the Municipal Council decided to enter into a contract for the electric lighting of the tramway routes upon certain conditions. A contract for this purpose was submitted by Messrs. Boustead Brothers, and was placed in the hands of the Council's electrical adviser for revision. Our adviser introduced certain additions and modifications, such as the substitution of underground wires in place of overhead wires and the insistence of guarantees for efficient lighting and penalties, but the Company would not agree to the modifications, and all negotiations with them have been at a standstill.

20. At the end of the year the Manager of the Colombo Gas and Water Company, Limited, at the instance of the Lighting Committee, forwarded a draft contract for the conversion of all existing gas lamps into incandescent lamps. This contract was referred to the Gas Inspector for revision, and resulted in the then Chairman in January of the present year submitting a memorandum to the Council proposing the acceptance of the terms offered. The Chairman's report and motion were adopted by the Council, and our lawyers were instructed to draw up the necessary contract.

21. Petitions were frequently received for a series of years that the lighting of the town was not sufficiently extended.

Lists were prepared of all unlighted streets, and the Chairman, in consultation with the individual members of the different wards and the Gas Inspector, decided to extend the lighting to such streets and lanes as in their opinion were most important, and their suggestions have been adopted by Council. These extensions, when completed, will give the city 185 additional lamps at a cost of nearly Rs. 80,000, and an additional annual expenditure in lighting of over Rs. 8,000. The contract for this work is being prepared by our lawyers.

(2) *Tramways.*

22. There has been no extension of lines for tramways during the year, the total number of passengers carried during 1900 was 6,420,984, and the average daily number during December was 19,980.

23. During the year there were two fatal accidents.

The result of the Commission appointed in 1899 to inquire into the cause of the accident that year has led to certain rules being drafted for the guidance of the Tramway Company; these rules are now being considered by Government.

24. There have been no further complaints about overcrowding the cars. The Company have constructed six new cars during 1900, and the total number now running on both routes is twenty-eight.

25. A cross-over was constructed by the Tramway Company on the Borella route, and this procedure was objected to and brought up before the Municipal Council by the member for the Maradana Ward. A case was drafted out for counsel's opinion, but that opinion was that by a fair reading of the clause in the contract the grantees had a right to make the cross-over.

(3) *Prevention of Overcrowding of Houses.*

26. The systematic inspection of all buildings likely to be overcrowded was continued, and visits for this purpose were paid to 402 tenements. The overcrowding was abated after warning by the Inspectors. No notices were served or prosecutions entered.

(4) *Supervision of Dairies.*

27. The number of registered dairymen within Municipal limits on 1st January, 1900, was 139. During the year three new dairymen were registered, while the names of 46 persons were struck off the register, and two applications for registration were refused. The following is the distribution of the 96 dairymen carrying on business at the close of the year :—

St. Paul's Ward ...	60
Kollupitiya Ward ...	16
Slave Island Ward ...	13
Maradana Ward ...	1
New Bazaar Ward ...	4
Kotahena Ward ...	1
Pettah Ward ...	1
	96

28. All the occupiers of dairy premises in Colombo, besides being engaged in the production of milk for supply for profit, are engaged also in its distribution for sale by retail ; that is to say, every dairyman in Colombo is also a milk vendor. All dairy premises, together with the cattle, appliances, and the utensils therein used, were periodically inspected, and the requirements of the officer inspecting were in every instance fulfilled by the persons responsible.

(5) *Regulation of Laundries.*

29. The number of registered dhobies at the end of 1900 was 354, as against 382 at the close of the previous year. The number of authorized washing-places was 26, as before. There are 36 tanks supplied with pipe water used by laundrymen. There are in addition only seven places in the Colombo lake at present authorized for use as washing-places. There were 8 prosecutions for washing in unauthorized places, resulting in the infliction of fines varying from Rs. 2·50 to Rs 3·50. No notices were issued to discontinue existing washing-places.

(6) *Inspection of Bakeries.*

30. All bakeries were regularly inspected by the Ward Inspectors, who furnished weekly returns specifying any infraction of the by-laws and reporting on the weights in use as well as on the quality of the bread supplied, and the Sanitary Officer also inspects periodically. The general condition of the bakeries is satisfactory.

(7) *Recreation Grounds.*

31. The open spaces at present maintained on behalf of the public are the following :—

	Area. A.	R.	P.	Expenditure, 1900. Rs.	c.
Galle Face Esplanade ...	52	3	25	499	81
Gordon Gardens ...	2	3	28	1,121	61
Racquet Court ...	9	2	24	1,093	16
Price Park ...	7	3	32	277	53
Campbell's Park ...	14	2	27	1,247	98
Victoria Park ...	100	0	0	5,219	39
Total ...	181	0	16	9,459	48

32. The Government have entered into a twenty-five years' lease in favour of the Council, making over nearly 5 acres of the land selected for the park in Havelock Town at an annual rental of Rs. 5. The work of enclosing and clearing the land was taken in hand, and a sum of Rs. 1,030·63 spent during the year. It is expected that the work will be completed shortly and opened to the public.

Expenditure was also incurred in constructing the wall round the Maligakanda park, and a sum of Rs. 3,311·87 was expended for this purpose and for a footpath to connect Reservoir road with the Maligakanda road.

It has also been decided to fill in the remaining portions of the Price recreation ground, and a sum of Rs. 4,500 was voted for the purpose in the Budget for 1901.

(8) *Fire.*

33. During Major Knollys' absence in England he consulted the officer in charge of the Metropolitan Fire Brigade, and took his advice as to the best form of engine suitable for Colombo. Following the recommendation, tenders were called for in London, and three of the leading manufacturers have tendered at rates well within the amount provided. These tenders are now under consideration. The site for the engine-house has not yet been decided upon.

(9) *Supply of Metal.*

34. On the recommendation of the Special Committee nominated by the Council, advertisements were inserted in the local papers for the purchase of 10 acres of land suitable for working as a stone quarry within 10 miles of Colombo ; only three offers of land were received, but the Superintendent of Works reported that the cost of transport of the metal to town would be prohibitive, and suggested as an alternative scheme the acquisition of certain lands in the Kotahena Division, where metal is known to exist. This report is still under the consideration of the Special Committee.

35. The usual metal contractors have not tendered for the supply of metal during 1901, and, though they continue to supply metal, the supply is precarious and cannot be insisted upon.

36. To supplement the quantity of metal for the requirements of the Works Department, permission was obtained from Government during December to blast a rock at Cliff House. Work is now in progress, and a small supply of metal will be obtained from this source.

VI.—Public Health.

37. The mean death-rate calculated on the estimated population in the middle of the year was 33·9 per 1,000, as against 31·4 in the previous year; eliminating deaths in hospitals and jails it was 25·5. The mean birth-rate as registered was 21·7 per 1,000 in comparison with 25·4 in 1899. A comparative statement in detail is contained in Appendix C.

38. There was no cholera during 1900, but smallpox prevailed at intervals during the year. A report prepared by the Sanitary Officer is contained in Appendix D.

39. The two segregation camps at Kanatta were maintained during the year. The destruction of rats was continued throughout the year, the number destroyed during 1900 was 62,657. The reward paid for the capture of rats remains at five cents each, and they are not now drowned, but destroyed in the lethal chamber and afterwards incinerated at the Infectious Diseases Hospital. Details of the number of rats destroyed from the commencement are given in Appendix E.

VII.—Health Department.

40. The number of buckets conserved rose from 5,200 in January to 6,334 in December, the increase of the previous year was from 3,900 to 5,200. The number of cesspits cleared was 357, in comparison with 579 during 1899. The number of cesspits converted into dry-earth closets was 134, as against 269 in the year preceding. Ten new night soil carts were constructed during the year at a cost of Rs. 3,700. A statement of the receipts and expenditure of the Department during 1900 is contained in Appendix F.

41. The new night soil depôt at Narahenpitiya has proved satisfactory, and is in every way suitable. Nearly 13 acres of the land were used during 1900.

VIII.—Municipal Magistrate's Court.

42. The number of cases disposed of during the year was 11,312, in comparison with 9,331 for 1899 and an average of 8,652 for the five previous years. The number of persons charged in these cases was 12,789, as compared with 9,924 for 1899 and an average of 10,030 for the five previous years. The amount of fines recovered was Rs. 28,395·79, as compared with Rs. 19,775·76 for 1899 and an average of Rs. 21,677·43 for the five previous years. A classified statement in the form prescribed by the Attorney-General is contained in Appendix G.

43. Mr. W. N. S. Aserappa ceased to act as Additional Municipal Magistrate on the 2nd February. He was succeeded by Mr. E. F. Ondatjie, who performed duties for the rest of the year.

IX.—Miscellaneous.

44. *Assessment.*—During the year a very large number (over 2,600) of objections to the revised assessment were lodged. Of these, 163 were dissatisfied with the Chairman's ruling and filed actions against the Council in the District Court and the Court of Requests. Four of these cases were subsequently withdrawn, 117 were decided in favour of claimants, and 17 in favour of the Council; 25 cases are still pending on a question of jurisdiction of the Court of Requests, which awaits disposal by the Appellate Court.

45. *Collection of Consolidated Rate.*—In May, 1900, the then Chairman made arrangements with the Government Agent to employ the Vidane Arachchies in the collection of the consolidated rate in place of the existing collectors; the sanction of Government was obtained for their employment on this work, and the change was expected to come into operation on the 1st July.

The old collectors in the meantime presented a petition to the Council, and the member for St. Paul's Ward sent in a motion that their petition be considered. The Council referred the petition to a Special Committee, and the Committee recommended that "no change be made in the system of collecting assessment tax, but that individual inefficient collectors be dismissed by the Chairman, with the consent of the Council." This report was adopted by the Council on the 14th September.

46. *Commutation.*—There was an increase of over Rs. 3,500 on the recoveries of the previous year, but it was not considered expedient to close the accounts within the year, as it was considered necessary to employ greater vigilance in scrutinizing the lists of defaulters furnished by the division officers. A detailed statement, in the form furnished to Government, is contained in Appendix H.

47. *Cattle Disease.*—In the month of April there was an outbreak of rinderpest traced to animals imported from Southern India. The necessary precautions were taken and special sheds were provided at Dematagoda for the isolation of sick animals, with the result that the disease was stamped out within six weeks of its first appearance. There were altogether 78 cases, the first being reported on the 18th April and the last on the 4th June. The location and results were as follows :—

	Attacked.	Died.	Recovered.
Kotahena Ward ...	15	14	1
St. Paul's Ward ...	35	17	18
New Bazaar Ward ...	9	7	2
Maradana Ward ...	14	10	4
Kollupitiya Ward ...	4	3	1
Slave Island Ward ...	1	—	1
Total ...	78	51	27

In December a batch of 10 she-buffaloes imported from Southern India got diseased. These were promptly isolated, and the disease did not spread any further. Of the 10 animals, 4 died and 6 recovered.

48. *Names of Streets.*—During the year the names of 98 streets were painted on the glass panes of gas lamps.

49. *Booths.*—No booths are now in existence on the roads in the Fort Ward. The fruit and flower market opposite the Racquet Court was abolished during the year and the several structures were pulled down.

50. *Road through Uplands.*—The new road through Uplands was completed during the year and was opened to the public in August, and the street is lit with gas along its entire length. The portion of the Tanque Salgado street which lies between a point 207 yards to the north of the turn to Alutmawata road and the junction of Rock House lane and Fishers' Hill road has been closed to the public.

51. *Parson's Road.*—In the report for 1899 it was pointed out that the Military Authorities declined to make over the strip of land required for widening the street without payment, but subsequently, in June, 1900, the Hon. the Colonial Secretary informed the Council that the War Office had agreed to treat the strip of land as an encroachment to be held by the Colonial Government, on the condition that in case the land is required for military purposes it will be caused to revert to its original condition and no claim for compensation shall be allowed. The land was taken up by the Council on these conditions, and the work of improvement is proceeding. The trees standing on the old boundary have been cut down and shade trees planted along the new boundary.

52. *Lotus Pond.*—The reclamation of this pond is proceeding, it is used as a dumping ground for clinkers and inoffensive rubbish, and considerable progress has been made in the area filled up.

53. *Watering Streets.*—The Tramway Company will shortly enter into a contract for watering both the routes at the rate of Rs. 2,000 per annum. The watering to be done three times daily, except on days when there is rain.

54. The average daily supply of water from the Colombo Waterworks during the year was 2,740,733 gallons ; the average daily consumption, which includes water supplied to Government buildings and for other purposes, was 2,687,561 gallons. The maximum consumption was 3,997,067 gallons on the 29th January, and the minimum consumption was 1,821,147 gallons on the 5th January.

X.—GENERAL.

55. Tables of attendances at meetings of the Council, of the Standing Committee, and of the Special Committees, respectively, are contained in Appendix I.

56. The Hon. Mr. F. A. Cooper was nominated on the 13th March in place of Mr. H. T. S. Ward, who resigned. Mr. M. I. M. Haniffa vacated his seat on the 8th June, but was restored by Council on the 13th July. Major L. F. Knollys, C.M.G., and the Hon. Mr. F. A. Cooper having vacated their seats on the 10th August and 14th September, respectively, were re-nominated on the 15th October and 10th October.

57. Mr. John Caderamen, Councillor of the Kotahena Division, having died on the 24th April, an election was held on the 19th May. The seat was contested by Dr. Solomon Fernando and Mr. F. L. Daniel, resulting in the election of the former.

58. Mr. M. I. M. Haniffa, the Councillor for the Pettah Division, died on the 10th August, and an election to fill the vacant seat was held on the 1st September, when Mr. M. L. M. Zainudeen was elected without opposition.

59. Mr. F. H. Price, C.C.S., the Chairman, went on leave for six months from the 23rd May, and Mr. H. White, C.C.S., was appointed to act for him. Mr. White went on leave on the 15th November, and the Hon. Mr. F. R. Ellis, Government Agent of the Province, was appointed Chairman on the 16th November.

60. The Councillors and Standing Committee have to be thanked for the part taken by them in Municipal affairs.

61. This report was prepared from materials furnished by the permanent Chairman. I only assumed duties on 29th March, 1901, and have no personal knowledge of the Administration of 1900.

A. S. PAGDEN,
Acting Chairman, Municipal Council,
and Mayor of Colombo.

May 25, 1901.

APPENDIX A. (Quoted in paragraph 8.)

Statement of Receipts and Disbursements on account of the Municipal Fund from January 1 to December 31, 1900.

Revenue.	Estimated Revenue for 1900. Rs. c.	Receipts to Dec. 31, 1900. Rs. c.
1 Commutation under Road Ordinance ...	82,500 0	82,873 0
2 Tax on vehicles and animals (under section 128 of Ord. No. 7 of 1887) ...	20,000 0	21,567 0
2a Do. costs ...	—	246 31
3 Dog tax	3,000 0	3,262 62
3a Do. costs ...	—	48 49
Licenses.		
4 Carriages for hire ...	16,000 0	17,603 50
5 Passenger hackeries ...	2,500 0	1,372 75
6 Cart and coach—issued by Government Agent ...	6,250 0	7,307 40
7 Boat—issued by Government Agent	100 0	45 60
8 Boat — issued by Master Attendant ...	3,500 0	3,693 60
9 Gun—issued by Government Agent	150 0	173 14
10 To sell intoxicating liquors—issued by Government Agent	14,416 0	15,057 50
11 Butchers	200 0	185 25
12 Coal depôts, tanneries, &c....	700 0	738. 0
13 To slaughter cattle, sheep, and pigs (special) ...	100 0	212 55
14 To sell meat (special) ...	220 0	220 0
15 To sell fish (special) ...	270 0	280 0
16 Opium	24,250 0	11,000 0
17 Petroleum	1,360 0	1,501 50
18 Guides	200 0	183 0
19 Poison	28 0	33 25
20 Auctioneers and brokers ...	3,200 0	3,860 0
21 Stamp duty on advocates', proctors', and notaries' certificates, and articles of clerkship ...	4,000 0	4,517 25
22 Stamp duty on licenses on arrack taverns ...	10,500 0	10,500 0
Judicial Fines.		
23 By Municipal Magistrate ...	22,500 0	28,395 79
24 By Police Magistrate ...	75 0	28 50
Tolls.		
25 Victoria bridge, Grandpass...	80,000 0	80,000 0
26 Bambalapitiya ...	45,000 0	45,000 0
27 Mutwal ferry ...	1,301 0	1,301 2
28 Lock-gate	1,200 0	1,110 22
Markets.		
29 Edinburgh, fruit and vegetable	3,378 0	3,584 82
30 Edinburgh, meat ...	4,600 0	5,650 0
31 Edinburgh, meat, lighting charges paid by stall-holders	600 0	551 98
32 St. John's fish mart ...	540 0	494 0
33 St. John's boutiques, fruit and vegetable market ...	2,436 0	1,681 38
34 St. John's fish market ...	3,000 0	3,000 0
35 Dean's road market ...	5,000 0	5,562 78
36 Dean's road market, lighting charges paid by stall-holders (cross entry) ...	1,020 0	1,007 50
37 Grandpass market ...	5,400 0	5,640 0
38 Kollupitiya market ...	500 0	648 0
39 Mohammedan meat market, Dhobies' pond ...	720 0	720 0
40 Gintupitiya street market ...	1,680 0	1,680 0
41 Gintupitiya street market—lighting charges paid by stall-holders ...	168 0	168 0
42 Slave Island market ...	4,200 0	4,200 0
43 Fruit and flower market ...	1,000 0	830 0
44 Bambalapitiya market ...	1000 0	446 0

Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
I.—Establishments.		
(i.) *Salaries.*		
1 Salaries, fixed ...	57,754 50	54,929 11
2 Pensions	5,439 10	5,439 10
3 Audit of accounts ...	1,759 59	1,759 59
(ii.) *Contingencies.*		
4 Office contingencies ...	678 0	675 56
5 Allowances	6,618 67	6,477 55
6 Stationery	2,500 0	2,485 50
7 Furniture	350 0	338 16
8 Inspectors' uniforms & transport	850 0	810 0
II.—Commutation under Road Ordinance.		
9 Commission, &c. ...	8,000 0	5,040 13
10 Refunds	100 0	45 20
III.—Licenses and Taxes.		
(i.) *Dog Tax.*		
11 Commission, &c. ...	100 0	16 23
12 For capture and destruction of dogs and for dog collars...	1,600 0	1,497 88
13 Refunds	15 0	—
(ii.) *Vehicles and Animals Tax.*		
14 Commission, &c. ...	200 0	184 88
15 Tin plates and painting ...	350 0	307 44
16 Refunds	30 0	15 50
(iii.) *Carriage Licenses.*		
17 Tin plates and painting ...	200 0	190 6
18 Badges and fare tables ...	900 0	776 60
(iv.) *Hackery Licenses.*		
19 Tin plates	80 0	22 50
20 Badges and fare tables ...	410 0	151 0
IV.—Markets.		
(i.) *Establishments and Lighting.*		
21 Edinburgh market, keeper's salary ...	360 0	360 0
22 Do. coolies' wages(4)	480 0	480 0
23 Do. lighting ...	1,300 0	1,216 3
24 St. John's market, overseer's salary ...	120 0	120 0
25 Do. cooly's wages ...	150 0	130 0
26 Do. lighting ...	500 0	440 50
27 Kollupitiya market, cooly's wages ...	120 0	120 0
28 Do. lighting ...	12 0	9 90
29 Dean's road market, keeper's salary ...	360 0	360 0
30 Do. coolies' wages ...	540 0	540 0
31 Do. lighting ...	828 0	669 50
32 Do. lighting — recoverable from stall-holders (cross entry) ...	1,020 0	1,007 50
33 Gintupitiya street market, lighting ...	170 0	145 12
34 Do. cooly's wages ...	120 0	120 0
35 Slave Island market, cooly's wages ...	120 0	120 0
36 Do. lighting	264 0	190 50
37 Mohammedan meat market, cooly's wages ...	120 0	120 0
38 Bambalapitiya market, cooly's wages	120 0	70 0
39 Kollupitiya and Bambalapitiya markets, keeper's salary ...	240 0	240 0
40 Bambalapitiya market, lighting	300 0	184 50
41 Fish blocks for markets ...	150 0	—
42 Cost of tools and equipment...	250 0	155 39
43 Fruit and flower market, keeper's salary ...	480 0	480 0
44 Fruit and flower market, coolies' wages ...	90 0	90 0

	Revenue.	Estimated Revenue for 1900. Rs.	c.	Receipts to Dec. 31, 1900. Rs.	c.
	Slaughter Houses.				
45	Dematagoda, slaughtering fees	14,000	0	16,992	55
46	Do. feeding fees ...	14,800	0	18,309	71
47	Dematagoda, sale of blood ...	180	0	190	0
48	Do. sale of manure	100	0	117	50
49	Madampitiya, slaughtering fees	2,000	0	3,097	48
50	Do. feeding fees ...	2,000	0	3,101	65
51	Do. rent of trees and grass ...	192	0	350	0
	Health Department.				
52	Recoveries from householders for conserving latrines ...	124,000	0	116,314	0
53	Recoveries from householders for buckets sold ...	500	0	419	0
54	Recoveries from householders for disinfectants, &c. ...	1,500	0	909	56
	Miscellaneous.				
55	Trunk road (cross entry) ...	30,000	0	30,000	0
56	Tramway mileage ...	4,833	20	4,833	32
57	Rent of grass lands and other property	2,800	0	4,415	0
58	Racquet Court fees ...	100	0	122	0
59	Galle Face, grazing fees ...	600	0	683	90
60	Victoria park, grazing fees ...	800	0	542	75
61	Campbell's park, grazing fees	125	0	277	80
62	Price recreation ground, grazing fees ...	100	0	320	23
63	Fees for testing and stamping weights and measures ...	250	0	274	69
64	Fees from tennis court, Victoria park	50	0	32	50
65	Interest	8,000	0	11,262	90
66	Miscellaneous ...	3,500	0	3,795	47
	Sale of stores ...			44	27
	Mulct			413	20
	Town Hall fees ...			—	
	Overplus at sales ...			—	
	Sale of tender and specification forms ...			19	50
	Sale of scavenging rubbish ...			—	
	Deposits made by tenderers ...			—	
	Sale of timber ...			296	87
	Sale of disinfectants, &c. ...			—	
67	General cemeteries account ...	3,500	0	4,934	0
68	Lease of land opposite bridge-of-boats	240	0	320	0
69	Rent of land, Layard's broadway	150	0	278	0
70	Rent of superintendent's quarters, bridge-of-boats ...	540	0	780	0
71	Rent of dynamite magazine...	50	0	50	0
72	Fees from the Hon. the Treasurer for testing kerosine oil	750	0	510	50
73	Payment by Government Agent for clearing Crown lands in the Fort during 1900 (cross entry) ...	114	0	114	0
74	Advances of previous year adjusted	2,824	0	2,972	50
75	Sale of land in York street, Baillie street, &c. ...	1,929	0	1,929	0
76	Contribution from District Road Committee towards upkeep of Narahenpitiya road	136	50	136	50
	Carried forward ...	599,425	70	607,342	5

	Expenditure.	Estimated Expenditure for 1900. Rs.	c.	Disbursements to Dec. 31, 1900. Rs.	c.
	(ii.) *Upkeep and Repairs.*				
45	Reserved for repair of markets upon sub-estimates ...	2,000	0	1,709	43
161	Re-building St. John's fish market	167	0	150	0
162	Repairs to Edinburgh meat market	383	0	—	
163	Cleaning and painting Edinburgh meat market ...	1,382	0	—	
164	Repair of floor, Edinburgh meat market ...	1,401	0	—	
165	Repair of fish benches, Dean's road market ...	160	0	143	34
166	Converting St. John's boutiques Nos. 57 to 59 into a vegetable market ...	450	0	450	0
167	Alterations to shed for basket women at Dean's road market	2,312	0	2,198	13
196	Improvement to Dean's road market	6,702	0	19	0
197	Improvement to Gintupitiya market	365	0	350	89
198	Improvement to Bambalapitiya market ...	71	0	65	55
199	Alteration to lighting of Bambalapitiya market ...	170	0	—	
200	Cost of removal of stalls, fruit and flower market ...	60	0	57	65
	V.—Slaughter Houses.				
	(i.) *Establishment and Lighting.*				
46	Dematagoda, superintendent's salary ...	1,000	0	1,000	0
47	Do. salary of assistant and clerk	600	0	600	0
48	Do. coolies' wages ...	1,110	0	1,076	90
49	Do. oil, carbolic acid, &c. ...	240	0	104	28
50	Madampitiya. salary of keeper	360	0	360	0
51	Do. watcher's salary	180	0	180	0
52	Do. cooly's wages ...	240	0	240	0
53	Do. oil, carbolic acid, &c. ...	100	0	79	85
	(ii.) *Upkeep and Repairs.*				
54	Quarterly whitewashing ...	800	0	600	0
201	Cooly lines, Dematagoda slaughter-house ...	592	0	588	2
202	Gas to Dematagoda slaughter-house	500	0	483	0
203	Repairs to Madampitiya slaughter-house ...	230	0	84	84
204	Repairs to floor of sheep exposing shed, Madampitiya slaughter-house ...	12	50	—	
	(iii) *Feeding Charges, &c.*				
55	Dematagoda, feeding charges	3,720	0	3,138	86
56	Madampitiya, feeding charges	350	0	109	50
57	Tools, &c., for slaughter-houses	250	0	205	34
168	Jinricksha allowance to superintendent, Dematagoda slaughter-house, from 12th February	159	10	159	10
	VI.—Toll Houses and Other Buildings.				
	Upkeep and Repairs.				
58	For repairs to toll-houses ...	600	0	451	23
59	For repairs to—				
	St. John's boutiques ...	1,000	0	—	
	Guides' shelter ...			96	5
	Gas testing room ...			59	93
	Printing office ...			108	57
	Municipal store ...			242	44
	Workshop ...			406	94
	Flushing tank ...			12	23
	VII.—Roads, Bridges, and Culverts.				
	(i.) *Establishment.*				
60	Salaries of overseers ...	6,060	0	5,400	0
61	Salaries of head overseers ...	2,712	0	2,712	0
62	Pay of watcher and coolies...	496	50	490	0

Revenue.	Estimated Revenue for 1900. Rs. c.	Receipts to Dec. 31, 1900. Rs. c.
Brought forward ...	599,425 70	607,342 5
Carried forward ...	599,425 70	607,342 5

Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
(ii.) *Upkeep.*		
63 General upkeep of roads ...	15,500 0	15,446 44
64 Lighting heaps ...	1,500 0	1,223 55
65 Upkeep of metal roads (reserved)	55,761 56	49,385 54
66 Upkeep of gravel roads (reserved)	22,158 5	19,074 21
67 Upkeep of lanes (reserved)	1,000 0	836 71
68 Upkeep of footways (reserved)	500 0	313 20
69 Trunk roads (cross entry) ...	30,000 0	27,292 55
70 Purchase of tools for roads ...	1,500 0	1,361 67
71 Purchase of tools for other works	500 0	377 48
72 Repair of tools for roads ...	700 0	697 35
73 Repair of tools for other works	500 0	499 57
74 Repairs to steam rollers ...	300 0	298 80
169 Trunk roads ...	5,208 84	2,625 88
170 Repairs to approach road to Bambalapitiya, Kollupitiya, and Slave Island railway stations	278 0	172 39
171 Repairs to steam roller No. 2	400 0	394 55
(iii.) *New Works.*		
75 Improvements to Parson's road	6,764 50	4,935 74
VIII.—Drains.		
New Works.		
76 Drainage scheme, Maradana district (reserved) ...	30,000 0	—
172 Altering drain, Campbell's park	500 0	498 80
(i.) *Upkeep and Repairs.*		
77 Conservancy of sewers and drains	3,500 0	2,229 72
173 Repairs, side drains, 3rd Cross street	55 0	54 63
174 Repairs, side drains, 4th Cross street	40 0	39 53
175 Repairs, side drains, Java lane	31 0	25 15
205 Repairs to drain, St. Lucia's street	370 0	96 75
206 Repairs to drain, Maliban street	550 0	182 46
207 Paving footway and connecting private drains to sewers, Kochchikada street ...	3,244 0	760 46
IX.—Lake and Canals.		
(i.) *New Works.*		
78 Protection of outlet from lake and of Galle Face beach ...	5,431 0	5,275 33
79 Filling lake, Union place ...	7,500 0	6,357 54
(ii.) *Upkeep.*		
80 Conservancy of lake ...	5,000 0	3,079 57
81 Dredging St. Sebastian canal	4,500 0	785 51
82 Dredging lake ...	7,500 0	5,759 61
X.—Parks.		
(i.) *New Works.*		
83 Park, Havelock town ...	1,500 0	1,030 63
176 Footway, from Reservoir road to Maligakanda road ...	200 0	189 15
208 Wall, Maligakanda park ...	830 0	541 72
(ii.) *Upkeep.*		
84 Upkeep of Victoria park ...	5,220 0	5,219 39
85 Do. Racquet court ...	1,287 0	1,093 16
86 Do. Jubilee fountain...	120 0	58 37
87 Do. Gordon garden ...	1,255 0	1,121 61
88 Do. Galle Face esplanade ...	500 0	499 81
89 Do. Campbell's park ...	1,300 0	1,247 98
90 Do. Price recreation ground ...	320 0	277 53
XI.—Cemeteries.		
(i.) *Establishment, &c.*		
91 General cemetery, Kanatta, salary of keeper ...	800 0	800 0
92 House allowance of keeper ...	360 0	360 0
93 General cemetery, Kanatta, salary of sexton ...	600 0	600 0

Revenue.	Estimated Revenue for 1900. Rs. c.	Receipts to Dec. 31, 1900. Rs. c.
Brought forward ...	599,425 70	607,342 5
Carried forward ...	599,425 70	607,342 5

Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
94 General cemetery, Kanatta, wages of eight coolies at Rs. 11·25 each ...	1,080 0	1,080 0
95 General cemetery, Madampitiya, salary of keeper ...	600 0	600 0
96 General cemetery, Madampitiya, wages of two coolies at Rs. 11·25 each ...	270 0	270 0
97 Contingencies ...	1,150 0	1,130 48
98 Cost of plan, Kanatta cemetery (marking graves) ...	180 0	180 0
177 Repairs to water-closet and locks and keys to keeper's quarters at Madampitiya ...	47 61	43 40
209 Repairs to sexton's quarters, Kanatta	196 0	54 25
XII.—Fire Brigade.		
(i.) *Upkeep and Repairs.*		
99 Repairs to fire stations, &c. ...	500 0	370 87
100 Pay of firemen, coolies, &c. ...	2,163 0	1,992 55
XIII.—Health Department.		
101 Salaries, wages, and allowances	68,500 0	68,252 46
102 Purchase of disinfectants and tools	8,500 0	5,597 38
103 Stationery, &c. ...	500 0	395 55
104 Repairs to depôt buildings ...	500 0	468 78
105 Maintenance of roads at depôt	1,000 0	516 55
106 Hire of bulls and carters' wages	46,500 0	44,256 88
107 Contingencies ...	5,000 0	3,888 58
108 Refunds	500 0	270 0
109 Construction, repairs, and maintenance of carts ...	5,000 0	4,573 46
110 Fixing hand rails on side of road to depôt, Narahenpitiya (reserved) ...	2,420 0	—
111 Sodding the slopes of Narahenpitiya road to depôt (reserved) ...	280 0	—
210 Re-metalling Narahenpitiya road	2,490 0	2,135 47
XIV.—Sanitary Account.		
112 Maintenance and repair of camps	1,000 0	710 21
113 Prevention of infectious diseases	5,000 0	4,666 88
114 Expenses of disinfection ...	1,500 0	821 38
115 Cost of disinfectants ...	500 0	—
116 Repairs to ambulance carts ...	230 0	214 40
178 Prevention of rabies ...	2,500 0	2,375 57
179 New boiler to disinfector ...	173 0	166 36
XV.—Scavenging.		
117 Scavenging	40,000 0	38,363 28
XVI.—Latrines.		
118 Reserved for repair of latrines upon sub-estimates ...	630 0	296 53
119 Quarterly whitewashing ...	700 0	495 0
180 Repairs to water service, Uplands latrine ...	90 0	89 53
211 Coir dust shed for a public latrine	274 0	—
XVII.—Printing Department.		
120 Salary of printers ...	1,360 20	1,360 20
121 Advertisements ...	800 0	502 22
XVIII.—Miscellaneous Account.		
Secretary's Department.		
122 Library	500 0	95 88
123 Expenses by Government Agent on cart and boat licenses	200 0	—
124 Contribution to Law Library	500 0	500 0
125 Costs in legal proceedings ...	500 0	430 70
126 Rent of site, Grandpass latrine	10 0	—
127 Guides' coats ...	60 0	45 0
128 Maintenance of level crossing, Dematagoda ...	250 0	250 0
129 Contribution to Volunteer band	4,000 0	4,000 0

Revenue.	Estimated Revenue for 1900.	Receipts to Dec. 31, 1900.
	Rs. c.	Rs. c.
Brought forward ...	599,425 70	607,342 5
Carried forward ..	599,425 70	607,342 5

Expenditure.	Estimated Expenditure for 1900.	Disbursements to Dec. 31, 1900.
	Rs. c.	Rs. c.
130 Refund of fines ...	450 0	379 27
131 Refund of value of guides' badges	*21 0*	*3 0*
132 Expenses of bookbinding ...	*200 0*	*199 98*
133 Subscription to newspapers ...	*106 0*	*106 0*
134 Cost of peons' belts ...	*35 0*	—
135 Refund of guides' license fees	*12 0*	—
136 Refund of value of grazing tickets	10 0	—
137 Refund of rents ...	60 0	3 0
138 Cost of grazing tickets ...	200 0	180 50
139 Postage	100 0	30 0
140 Subscription to telephone exchange	125 0	125 0
141 Fees for testing kerosine oil...	500 0	409 50
142 Miscellaneous ...	1,800 0	1,523 92
143 Improvements to shroff's office	44 0	43 79
144 Remuneration to Electrical Adviser for examining and reporting on the most modern system of practice with electric tramways ...	500 0	500 0
145 Cost of 150 new files ...	225 0	225 0
181 Acquisition of land for improving the street near the Maradana Terminus ...	2,751 8	2,751 8
182 Interest claimed by the claimants of the land near the Maradana Terminus ...	123 79	123 79
183 Stamps and fees for transfer of the land at Darley road...	234 75	234 75
184 Compensation to toll renter for closing the Narahenpitiya road for 67 days at Rs. 10 per day ...	670 0	670 0
185 Repairs to type cases, printing office	17 0	16 93
186 Gratuity to the widow and two minor children of late R. C. Pulle, supervisor, Health Department ..	300 0	300 0
187 Refund of security ...	4,275 1	1,080 0
212 Salary of assistant to supervisor, Vehicles and Animals Department, five months, at Rs. 25	125 0	125 0
213 Cost of platinotype prints in connection with Mr Cockerill's report on tram ways	325 0	325 0
214 Illumination of Town Hall to celebrate the taking of Pretoria	165 92	165 92
XIX.—Miscellaneous.		
Works Department.		
146 Watering streets... ...	5,220 0	5,214 45
147 Urgent repairs and works ...	3,000 0	2,999 22
148 Upkeep of carriage stands ...	150 0	79 62
149 Surveys and tracings ...	1,000 0	997 33
150 Painting garden seats at bandstand, Korteboam street ...	25 0	21 68
151 Painting Church street enclosure and carriage stand ...	240 0	239 7
152 Constructing six hand carts ...	510 0	509 83
153 Cost of clearing Crown lands in the Fort for 1900 (cross entry)	114 0	113 31
154 Gratuity to K. D. Silva, overseer	1,650 0	1,650 0
155 Repairs, sea wall, Galle Face...	566 0	565 95
156 Side rails, Skinner's road south	129 0	126 98
157 Repairs, Hendala jetty ...	1,836 0	1,834 29
188 Railing, Church street ...	1,500 0	1,479 0
189 Side rails, Urugodawatta bridge	120 0	119 86
190 Cleaning and painting Municipal court-house ...	160 0	159 14
191 "Case groyne," Galle Face ...	300 0	—
192 Clearing jungle, &c., Arbuthnot road	60 0	50 62
193 Contribution towards cost of erection of the George Wall memorial fountain ...	1,750 0	640 98
194 Punkah for Secretary's Office	50 0	49 96

Revenue.	Estimated Revenue for 1900.	Receipts to Dec. 31. 1900.
	Rs. c.	Rs. c.
Brought forward ...	599,425 70	607,342 5
Carried forward ...	599,425 70	607,342 5

Expenditure.	Estimated Expenditure for 1900.	Disbursements to Dec. 31. 1900.
	Rs. c.	Rs. c.
195 House connection with sewers	500 0	—
215 Cost of flagstaff and flag for Town Hall ...	300 0	17 57
216 Six new benches for Galle Face walk ...	186 0	—
217 Cooly lines, Victoria park ...	370 0	364 36
218 Whitewashing, &c., Municipal Office	458 0	446 42
219 Window blinds for Town Hall	47 0	10 29
220 Making ten iron water carts...	3,500 0	166 8
221 Repairs to side rails, Ferguson's road bridge ...	154 29	153 92
XX.—Victoria Bridge Account.		
158 Contribution payable to Government ...	8,000 0	8.000 0
XXI.—Refund of Loan and Interest.		
159 Refund of loan to Government and interest ...	11,200 0	11,200 0
XXII.—Sanitation and Drainage.		
160 Amount reserved for expenditure on sub-estimates under this head (cross entry)	10,500 0	1,813 99
XXXIII.—Re-votes.		
Estimate No. 33 of 1899 : Dean's road market, extension of lighting	1,363 57	806 63
Estimate No. 120 of 1899 : Rent of site of Grandpass latrine for 1899	10 0	—
Estimate No. 205 of 1899 : Rent of site of Grandpass latrine for 1898	10 0	—
Estimate No. 137 of 1899 : Purchase of a bookcase ...	300 0	
Estimate No. 188 of 1899 : Cost of dust boxes	440 0	149 22
Estimate No. 109 of 1899 : Extra scavenging	740 50	740 50
Estimate No. 149 of 1899 : Plans, Floral Hall	100 0	100 0
Estimate No. 191 of 1899 : Extension of carriage stand ...	250 0	—
Estimate No. 192 of 1899: Amount reserved for expenditure on sanitation and drainage under sub-estimates	10,092 21	*4,535 91
Estimate No. 65/6 of 1899 : Gravelling Gintupitiya street ...	115 74	107 57
Estimate No. 65/17 of 1899 : Gravelling Guildford crescent ..	581 40	577 9
Estimate No. 69 of 1899 : Improvement of Trunk road to Kotte	1,466 36	1,420 36
Estimate No. 69 of 1899 : Improvement of Trunk road to Mattakkuliya	102 70	35 20
Estimate No. 72 of 1899: New road through Silversmith street quarry	2,240 17	1,943 75
Estimate No. 81 of 1899 : Filling lake, Union place ...	1,590 86	1,583 78
Estimate No. 112 of 1899 : Latrine buckets ...	363 85	336 33
Estimate No. 145 of 1899 : Painting Church street enclosure and carriage stand	113 90	113 68
Estimate No. 146 of 1899 : Two-ton iron crane	750 0	668 13
Estimate No. 147 of 1899 : Scarifier for road roller ...	1,500 0	1,500 0
Estimate No. 154 of 1899 : Shed for basket women, Dean's road market	169 77	169 72
Estimate No. 163 of 1899 : Improvement of road near Maradana Terminus	756 70	716 29
Estimate No. 192/1 of 1899 : Drainage, Guildford crescent ...	2,318 43	1,784 53
Estimate No. 192/2 of 1899 : Drainage, Gintupitiya street ...	3,333 17	3,324 77
Estimate No. 192/9 of 1899 : Improvement of Old Moor street...	9,404 0	4,210 67

* Estimate No. 192/11 of 1899 : Improvement of Sea street drainage.

Revenue.	Estimated Revenue for 1900. Rs. c.	Receipts to Dec. 31, 1900. Rs. c.
Brought forward ...	599,425 70	607,342 5
	599,425 70	607,342 5

Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
Estimate No. 192/10 of 1899: Extension of St. John's main drain to Dam street ...	6,446 0	5,249 90
Estimate No. 193 of 1899: Repair of weighing scales, Dematagoda slaughter-house ...	13 11	12 18
Estimate No. 194 of 1899: Improvement and widening Chatham street	244 72	244 48
Estimate No. 198 of 1899: Drain, Bambalapitiya market ...	211 0	211 0
Estimate No. 196 of 1899: Bridge, Washers' lane ...	500 0	495 77
Estimate No. 200 of 1899: Wall, Maligakanda park ...	2,467 0	2,458 55
Estimate No. 213 of 1899: Repairs to wooden fence, Church street	122 42	122 25
Estimate No. 103 of 1899: Health Department, contingencies, buildings	486 82	156 2
Estimate No. 103 of 1899: Health Department, contingencies, roads	68 96	56 20
Estimate No. 118 of 1898: Cooly lines, Victoria park ...	78 63	77 4
Estimate No. 194 of 1898: Improvement to Dean's road market	331 20	256 45
Estimate No. 196 of 1898: Bambalapitiya market, additional vote	500 0	463 40
Estimate No. 197 of 1898: Barbed wire fence, sheep slaughtering shed	10 23	10 2
Estimate No. 205 of 1898: Building wall, Washers' lane, Kollupitiya	35 0	30 0
Estimate No. 206 of 1898: Footway, Chatham street extension	1,133 7	1,067 12
Estimate No. 225 of 1898: Purchase of a steam fire engine ...	10,000 0	—
Estimate No. 229 of 1898: Erection of signboards on all streets and lanes notifying hours of scavenging	1,500 0	—
Estimate No. 152 of 1897: Market, Bambalapitiya ...	2,000 54	1,973 59
Estimate No. 295 of 1897: Building wall, Maligakanda park ...	122 47	122 45
Estimate No. 125 of 1898: Office, lych-gate, and waiting room, general cemetery, Kanatta ...	4,000 0	—
	701,677 6	553,619 74
Balance	—	53,722 31
	701,677 6	607,342 5

GENERAL ACCOUNT.

Revenue.	Receipts to Dec. 31, 1900. Rs. c.
By Advance Account... ...	226,996 88
Balance	5,499 11
	232,495 99

Expenditure.
Nil.

ADVANCE ACCOUNT.

Revenue.
Nil.

Expenditure.	Disbursements to Dec. 31, 1900. Rs. c.
vance Account	234,295 99

ASSESSMENT ACCOUNT.

Revenue.	Estimated Revenue for 1900. Rs. c.	Receipts to Dec. 31, 1900. Rs. c.
Consolidated rate—arrears, 1896	—	*281 83
1 Consolidated rate under section 12 of Ordinance 7 of 1886—arrears of 1897 ...	3,500 0	1,418 91
2 Do. do. 1898	9,000 0	6,636 15
3 Do. do. 1899	43,000 0	44,100 67
4 Do. current (including fourth quarter of 1899)...	360,000 0	311,504 61
5 Costs	14,000 0	14,038 87
6 Military contribution for lighting Fort	1,701 0	1,701 84
7 Sale of water ...	100,000 0	155,914 88
8 Interest	1,000 0	7,481 84
9 Costs on recovery of dues for sale of water ...	150 0	125 12
10 Miscellaneous ...	50 0	3 0
11 City Analyst's fees ...	1,750 0	1,576 81
12 Fees for registering mortgage bonds	20 0	11 0
	534,171 0	544,795 53

Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
1 Annuity for Waterworks ...	130,000 0	130,000 0
2 Maintenance of police ...	60,000 0	60,000 0
3 Lighting public streets ...	80,000 0	75,910 48
4 Salaries, fixed	23,367 50	21,692 8
5 Pensions	3,356 0	3,356 0
6 Audit of accounts ...	1,759 59	1,759 59
7 Allowance to Gas Inspector...	480 0	480 0
8 Stationery	400 0	394 52
9 Furniture	100 0	96 47
10 Salary of printers ...	1,360 20	1,360 20
11 Advertisements ...	500 0	64 82
12 Commission to collectors ...	10,000 0	8,142 23
13 House numbers and street boards	1,500 0	98 16
14 Refund of consolidated rate...	1,000 0	504 53
15 Lighting latrines with gas ...	2,000 0	1,729 22
16 Refund of water-rate ...	1,000 0	324 53
17 Costs in legal proceedings ...	3,250 0	2,636 49
18 Lighting and water service ...	40,000 0	†18,388 88
19 Postage	200 0	—
20 Miscellaneous ...	500 0	323 44
21 Arc lighting of Fort (30 lamps)	14,470 0	13,530 75
22 Shifting of lamps, repairs to gas fittings, stand posts, &c.	2,000 0	29 69
23 Arc lighting of tramway routes (reserved) ...	23,000 0	—
24 Proposed installation of incandescent gas ...	60,000 0	—
25 Cost of fittings and plant of laboratory to be taken over from Mr. Cochran ...	1,993 0	1,993 0
26 Cost of apparatus and chemicals to be purchased by Assistant City Analyst ...	300 0	300 0
27 Repairing and painting Assessment Office ...	170 0	133 87
28 Renewing punkah cloth, Assessment Office ...	58 0	40 25
Re-votes.		
No. 25 of 1898: Gas testing apparatus	250 0	—
	463,014 29	343,289 20
Balance	—	201,506 33
	463,014 29	544,795 53

* Not in Budget.

† Lighting, Rs. 13,846·43 ; Water, Rs. 4,542·45.

BALANCES ON DECEMBER 31, 1900.

	Rs. c.	Rs. c.
Balance, General Account	53,722 31	
Less Advance Account	5,499 11	
		48,223 20
Balance on December 31, 1899, including Rs. 30,000 in fixed deposit	—	119,849 95
Balance of General Account ...	—	168,073 15
Balance of Assessment Account	201,506 33	
Balance on December 31, 1899	453,614 67	
		655,121 0
Total Balance	—	823,194 15

EXPENDITURE on Estimate No. 45 (Rs. 2,000)—Reserved for Repairs of Markets upon Sub-estimates.

Expenditure. Markets.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31. 1900. Rs. c.
45/1 Broken skylight, Dean's road market ...	25 0	24 97
45/2 Cutting holes in shutters, Bambalapitiya market ...	20 0	19 42
45/3 Dean's road market	426 0	420 64
45/4 Kollupitiya market	91 0	71 48
45/5 Gintupitiya market	245 0	211 78
45/6 Mohammedan meat market	325 0	306 17
45/7 Grandpass market	112 0	98 56
45/8 Kollupitiya market	142 0	—
45/9 Dean's road market	394 0	380 75
45/10 Slave Island market	220 0	175 66
	2,000 0	1,709 13

EXPENDITURE on Estimate No. 58 (Rs. 600)—Reserved for Repairs to Toll-houses upon Sub-estimates.

EXPENDITURE. TOLL-HOUSES.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
58/1 Urugodawatta toll-house	26 0	25 21
58/2 Bambalapitiya toll-house	140 0	140 0
58/3 Dematagoda toll-house	80 0	74 61
58/4 Welikada toll-house	45 0	43 8
58/5 Lock-gate toll-house	39 0	38 78
58/6 Drawbridge toll-house	67 0	66 54
58/7 Wellawatta toll-house	64 0	50 65
58/8 Narahenpitiya toll-house	12 50	12 36
	473 50	451 23

EXPENDITURE on Estimate No. 65 (Rs. 50,000)—Amount reserved for Metal Roads.

EXPENDITURE. METAL ROADS.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
65/1 Lotus road, from Main street to Norris road ...	1,483 50	1,418 77
3 Blomendahl street, from Skinner's road north to Berawamulla road ...	2,709 0	2,642 68
4 Galpotta street, from Green street to St. Lucia's street...	464 40	446 63
5 Jampettah street, from Galpotta street to Kochchikade street	2,212 35	2,140 15
6 Skinner's road north, from St. Lucia's street to Barber street	1,064 25	1,039 10
7 Armour street, from Barber street to Silversmith street	1,548 0	1,441 33
8 Prince's gate, from Ferry street to Skinner's road south	612 75	606 54
9 Union place, from Rifle street to Turret road ...	3,668 76	3,625 38
10 Parson's road, from Kew road to Norris road ...	2,294 13	2,186 58
11 Seabeach road, from St. John's road to Sea street ...	1,170 67	1,146 96
12 Canal row, from York street to Hospital street ...	406 35	404 79
13 Chatham street, from York street to Flagstaff street ...	1,749 24	1,740 47
14 Butcher street, from Main street to Bankshall street ...	116 10	115 74
16 Cross street, 2nd, from Bankshall street to Norris road...	915 90	887 80
17 Cross street, 3rd, from Main street to Prince street ...	483 75	479 84
18 Cross street, 4th, from Main street to Norris road ...	1,057 80	1,029 63
19 Cross street, 5th, from Main street to Norris road ...	374 10	372 39
20 Keyzer street, from Front street to 4th Cross street ...	1,145 52	1,139 56
21 Norris road, from Lotus road to Front street ...	1,419 0	1,326 85
22 St. John's road, from Main street to Seabeach road ...	522 45	521 71
23 Kuruwe street, from Messenger street to Silversmith street ...	452 79	452 58
24 Gasworks street, from Main street to Norris road ...	802 38	801 18
25 Saunders' place, from Dam street to St. Sebastian Hill	464 40	29 9
26 St. Sebastian Hill, from Cramer's lane to Hulftsdorp street	1,230 66	1,203 10
27 Beach road ...	74 82	—
28 Chekku street, from Wolfendahl street to Gintupitiya street	387 0	275 3
65/29 Kuruwe street, from Messenger street to Barber street	385 71	385 45
30 Wolfendahl street, from Main street to Andiwal street	890 10	886 3
32 Ferguson's road, from Nagalagam street to Church road	1,226 79	1,226 74
33 Green street, from Barber street to Jampettah street	812 70	772 46
34 Kelani-ganga Mill road, from Mattakkuliya Church street to Mill gate ...	263 16	262 66
35 Madampitiya road, from Daniel's road to Blomendahl street ...	670 80	—
37 St. Lucia's street, from Galpotta street to Wall street	438 60	26 54
38 St. Mary's road, from Vuystwyck road to Roman Catholic Church ...	325 8	—
39 Urugodawatta road, old, from Grandpass road to New Urugodawatta road...	789 48	—
40 Vuystwyck road, from Modara street to Farm road	648 87	—
41 Wall street, from St. Lucia's street to Berawamulla road	1,315 80	—
42 Brassfounder street ...	300 0	292 86
43 Darley road, from Union place to Sutherland road ...	1,483 4	1,458 27
44 Dematagoda road, from Maradana road to North and South Base Line road	1,227 60	1,227 3
45 Dean's road, from Maradana road to Rudd's lane ...	1,815 36	1,790 48
46 Panchikawatta road, from Maradana road to Skinner's road south ...	1,240 0	1,237 77
47 Symond's road, from Maradana road to Dean's road	317 44	317 16
48 Vauxhall lane, from Kew road to Mill gate ...	95 46	94 10
49 Baptist Chapel road, from Turret road to Alexandra place	744 0	735 39
50 Serpentine road ...	3,340 56	2,510 26
51 Old Moor street, extension	1,625 40	1,131 45
52 Hospital street ...	486 84	435 59
53 Commissariat street ...	812 70	568 39
54 Layard's broadway ...	3,547 50	3,532 87
55 Railway road ...	751 81	721 89
56 Kew road ...	1,269 36	1,060 69
57 Old Moor street ...	1,260 97	1,237 58
	57,000 91	49,385 54

EXPENDITURE on Estimate No. 66 (Rs. 20,000)—Amount reserved for Gravel Roads.

	Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
	Gravel Roads.		
66/1	Galle Face Lake road, from Galle Face road to Bridge street	745 86	745 73
2	Galle Face Church road, from Bridge street to Kollupitiya road ...	469 17	468 65
3	Queen street, from Church street to Prince street ...	425 6	425 4
4	York street, from Prince street to landing jetty ...	577 44	577 15
5	Maliban street, from Front street to 4th Cross street ...	370 46	354 34
6	Dam street, from St. Sebastian street to Hulftsdorp street	267 24	267 21
7	Kachcheri road, from Gasworks street to Saunders' place	229 63	228 27
8	Maradana road, from St. Sebastian Hill to Lock-gate canal	197 25	196 48
9	Road round Town Hall premises... ...	191 73	189 70
10	Brassfounder street, from Gintupitiya street to Andiwal street ...	226 73	226 32
11	Alutmawata road, from Cathedral gate to Ferguson's road ...	655 38	617 51
12	Cemetery road, from Nagalagam street to Madampitiya road	744 75	730 0
13	Cemetery road, from Wall street to Police station ...	250 83	242 95
14	Elie House road, from Fishers' Hill to Elie House gate	330 66	329 15
15	Mattakkuliya Centre road, from Ferguson's road to Farm road ...	398 41	365 3
16	Road round Grandpass market and latrine ...	90 88	89 96
17	Wall's lane, from Alutmawata road to Blomendahl road	109 23	108 62
18	Borella Cross road, from Maradana road to MacCarthy place ...	337 12	331 12
19	Captain's Garden road, from Darley road to Captain's Garden	84 28	83 48
20	Jail road, from Maradana road to Campbell's park ...	270 90	270 9
66/21	Kynsey road, from Ward place to Saram place ...	1,022 19	972 75
22	North and South Base Line road, from Urugodawatta road to Railway crossing...	451 50	450 72
23	North and South Base Line road, from Kotte road to Railway crossing ...	1,926 40	1,591 26
24	Reservoir road, from Dematagoda road to reservoir	135 45	126 24
25	Temple road, from Maradana road to Pansala road	288 96	277 84
26	Bridge street, from Malay street to Galle Face Church road ...	169 68	165 83
27	Hunupitiya road, from Alston's place to Braybrooke street ...	526 71	429 20
28	Park street, from Turret road to Braybrooke street	1,067 57	807 0
29	Saunders' Court, from Rifle street to Church street ...	169 68	162 83
30	Staples' street, from Union place to Braybrooke street	356 32	308 5
31	Vauxhall street, from Cross road to Hyde Park Corner	644 78	639 44
32	Boyd place, from Polwatta road to Alston place ...	211 84	117 23
33	Buller's road, from Bambalapitiya road to Kanatta road	1,553 5	1,524 89
34	Kynsey road, from Ward place to Cemetery gate ...	781 16	780 92
35	Racecourse avenue, from Serpentine road to Flower road	556 8	—
36	St. Michael's road, from Kollupitiya road to Polwatta road ...	431 62	—
37	Thurston's road, from Flower road to Serpentine road	847 36	—
38	Torrington place, from Alexandra place to Buller's road	1,648 38	1,632 0
39	Turret road, from Kollupitiya road to Regent street	231 70	229 58
40	Ward place ...	1,462 69	1,320 0
41	Galle Face Walk ...	695 36	691 63
		22,151 49	19,074 21

EXPENDITURE on Estimate No. 67 (Rs. 1,000)—Amount reserved for Lanes.

	Expenditure.	Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
	Lanes.		
67/1	Lane in Baillie street	15 95	15 58
67/2	Peer Saibo's lane, from Dam street to Old Moor street ...	206 44	186 76
67/3	Wolfendahl lane, from Wolfendahl street to Hill street ...	148 95	86 75
67/4	Rock House lane, from Fishers' Hill to Recreation ground ...	165 50	165 47
67/5	Lane, from Maradana road to private houses near Jail road ...	14 74	5 96
67/6	Lock-gate lane, from Maradana road to Skinner's road south ...	190 23	188 64
67/8	Kollupitiya lane, from Kollupitiya road to the field ...	237 65	187 55
		979 46	836 71

EXPENDITURE on Estimate No. 68 (Rs. 500).—Amount reserved for Footways.

	Expenditure. Footways.		Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
68/1	Prince street, from York street to Queen street	...	88 22	87 89
68/2	Norris road, from Gasworks street to St. Sebastian Hill	...	92 68	92 46
68/3	Kochchikada street, from Sea street to Jampettah street	...	97 50	46 94
68/4	Korteboam street, from Jampettah street to Fishers' Hill	...	86 6	85 91
68/5	Mutwal road, from Fishers' Hill to Madampitiya road	...	122 40	—
			486 86	313 20

EXPENDITURE on Estimate No. 118 (Rs. 630).—Reserved for Repairs of Latrines upon Sub-estimates.

	Expenditure. Latrines.				Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
118/1	Modara latrine	...	...	...	26 50	24 78
118/2	Dean's passage latrine	...	...	...	16 0	15 51
118/3	Kew latrine	...	...	...	57 50	46 23
118/4	Cramer's lane latrine	...	...	...	30 0	25 66
118/5	Hulftsdorp latrine	...	...	...	15 0	9 64
118/6	Uplands latrine	...	...	...	26 0	25 92
118/7	Gasworks street latrine	...	...	...	20 50	6 93
118/8	St. John's latrine	...	...	...	22 0	14 84
118/9	Fort latrine	...	...	...	23 50	18 99
118/10	Beira latrine	...	...	...	37 0	36 82
118/11	St. Thomas's latrine	...	...	...	27 0	22 50
118/12	Glenie street latrine	...	...	...	3 50	3 46
118/13	Lock-gate latrine	...	...	...	48 50	45 25
					353 0	296 53

EXPENDITURE on Estimate No. 160 (Rs. 10,500).—Reserved for Expenditure on Sub-estimates under Head XXII., Sanitation and Drainage.

	Expenditure. Sanitation and Drainage.				Estimated Expenditure for 1900. Rs. c.	Disbursements to Dec. 31, 1900. Rs. c.
160/1	Drain, Chapel place	...	...	...	390 0	364 38
160/2	Drain, De Waas street	...	...	...	288 0	285 67
160/3	Drain, Molawatta road	...	...	...	380 0	379 95
160/4	Drain, Galkapanawatta	...	...	...	610 0	609 70
160/5	Gullies, Prince street	...	...	...	175 0	174 29
					1,843 0	1,813 99

APPENDIX B. (Quoted in Paragraph 17.)

REPORT of the Special Committee appointed on 15th March, 1900, to consider Letter No. A of 7th March, 1900, from the Chairman of the Commission on Sanitary Improvements in Colombo.

THE Committee are unanimously agreed that the scheme proposed by Mr. Mansergh in 1897 should not be adopted, being of opinion that the Municipality cannot afford the expense of this scheme, and that the sanitary condition of the greater portion of the city does not demand the assumption of such a heavy burden.

2. A majority of the Committee are of opinion that the modified scheme proposed by Mr. Mansergh in 1899 is not a work to be undertaken by the Municipal Council.

3. As to the adoption of any other scheme, a majority of the Committee are of opinion that the improvement and extension of the present systems of conservancy and scavenging and the entire duplication of the water main will meet the present sanitary requirements of the city.

4. The Committee are unanimously agreed that the sources of revenue possessed by the Municipality have been fully utilized. For instance, in 1899 the receipts from all sources amounted to Rs. 1,088,519·50 under the following heads :—

	Rs. c.
Commutation under the Road Ordinance	79,154 0
Licenses (*a*)	126,340 43
Markets and slaughter-houses	74,650 10
Removal of night soil (Health Department) ...	113,338 64
Judicial fines	19,794 26
Tolls	114,701 85
Miscellaneous (general)	94,002 91
Sale of water	123,443 54
Consolidated rate (*b*)	332,637 33
Miscellaneous (assessment)	10,456 44
	1,088,519 50

Which was spent as follows :—	Rs.	c.
Establishments (*c*)	90,837	87
Maintenance of works	203,444	0
Annuity for Waterworks	130,000	0
Maintenance of Police	60,000	0
Lighting and extension of gas and water	85,462	53
Removal of night soil (Health Department)	136,101	84
Other charges, viz., markets, slaughter-houses, scavenging, and miscellaneous charges	145,764	27
New works (*d*)	45,083	21
	896,693	72

Leaving a balance of Rs. 191,825·78, accounted for as follows :—

Voted for expenditure on works not completed within the year, as follows :—	Rs.	c.
For roads and bridges	15,986	29
For drains and sewers	31,825	71
For lake	1,590	86
For walls and buildings	3,022	78
Miscellaneous	7,413	49
	59,839	13
Balance (*e*)	131,986	65
	191,825	78

(*a*) Including refund from Government in respect of arrears of previous years Rs. 52,500.
(*b*) Including previous years Rs. 52,604·78.
(*c*) Equivalent to 8·3 per cent. of the revenue.
(*d*) The new works were :—

	Rs.	c.
For new roads and improvements	36,918	20
For new drains	3,556	17
For filling lake and extension of park	4,608	84
	45,083	21

(*e*) To be appropriated on account of extension of town lighting.

5. The Committee are unanimously agreed that the question of removing the existing limitation upon the rates does not arise, if the sources of revenue possessed by the Municipality are augmented by a re-adjustment of the financial relations between the Government and the Municipality somewhat on the following lines :—

The following sources of revenue should be made over to the Municipality :—

		Rs.	Rs.
Assessment rate	(say)	58,000	
Arrack rent	(say)	600,000	
Revenue from Government lands ...	(say)	30,000	
Payment for water consumed by the railways ...	(say)	30,000	
			718,000

In return, the Municipality would bear the following increased charges :—

		Rs.	
Amount to make up the full cost of police in Colombo ...	(say)	90,000	
Amount to make up the full cost of the water supply ...	(say)	94,000	
			184,000
Additional revenue ...		—	534,000

6. The Committee are unanimously agreed that certain sources of revenue are withheld from the Municipal Council, to which, if Colombo were a city in the United Kingdom or even in British India, the Council would be considered to be fairly entitled, in view of the duties and responsibilities which have been delegated to it by the Colonial Government. For instance :—

(1) Assessment rate on Government buildings (Civil and Military). This is estimated at about Rs. 58,000 per annum (Civil Rs. 43,546·16, Military Rs. 14,504·60).
(2) Arrack rent —At present the total revenue from this source within the Municipal limits, estimated at about Rs. 600,000 annually, goes to Government, the Municipality only receiving the sums paid for tavern licenses, amounting to about Rs. 10,500 per annum.
(3) Revenue from Government lands within Municipal limits. Sales of such lands amounted to Rs. 738,000 from 1886 to 1895, representing an annual income of (say) Rs. 30,000.
(4) Assessment on railways, breakwater, and other Government concerns.
(5) Payment for water used for railways, Government buildings, and works of construction, and other Government purposes.

7. With reference to the question as to whether there are any services performed by the Municipality which are wholly or in part for the direct advantage of the whole Colony, the Committee are of opinion that most of the services performed by the Municipality are in part for the direct advantage of the whole Colony, since the prosperity of Ceylon largely depends on the health of the city of Colombo.

8. With reference to the question as to whether any liabilities have been imposed upon the Municipality directly or indirectly by the action of the Colonial Government, the Committee are of opinion that the action of the Government in inviting (by Colonial Secretary's letter No. 4/322075 of 12th January, 1900) the Municipal Council to accept Mr. Mansergh's modified scheme indicates an intention on the part of the Colonial Government to impose a liability on the Municipality.

9. With reference to the question as to whether (supposing liabilities to have been imposed upon the Municipality by the action of the Colonial Government) the whole Colony ought to contribute to the expenditure of the Municipality, and if so, what should be the amount and the form of such contribution, the Committee are of opinion that in such case the whole Colony ought to contribute to the expenditure of the Municipality. But the amount and the form of such contribution cannot at present be determined. Irrespective of the question of any contribution, the Committee consider that a re-adjustment, such as is indicated in the fifth paragraph of this report, of the financial relations between the Government and the Municipality is very desirable.

10. With reference to the question as to whether the general revenue bears any Municipal charges, the Committee are agreed that certain charges are at present borne by the general revenue of the Colony, which would be recognized in the United Kingdom or British India as being Municipal charges. For instance :—

(1) Part cost of police. *Note.*—The Colombo Municipality contributes Rs. 60,000 per annum towards the maintenance of police within the city.
(2) Schools and libraries.
(3) Hospitals.
(4) Part cost of water supply. At present the position is as follows :—The annual cost (taking figures—except rate of exchange—as per Sessional Paper XXXV. of 1890. Mr. A. W. Burnett's Report on the Colombo Waterworks) amounts to Rs. 290,022, as under—

	Rs.
Interest and sinking fund at 5 per cent. at exchange of 1*s.* 4*d.* on capital account of £346,000 sterling	259,500
Annual cost of administration and maintenance	30,522
	290,022

Of this amount, the Municipal Council pays Government annually the sum of Rs. 130,000. Taking the figures of 1899, the Council recovered by sale of water the sum of Rs. 123,443·54 plus 2½ per cent. of the consolidated rate (say) Rs. 72,027·95, in all (say) Rs. 195,471·52. Accordingly, the Municipality, instead of suffering a deficit of Rs. 130,000 on last year's working, had a surplus of Rs. 65,471·52. But it is only in recent years that the receipts have exceeded the expenditure, and the total expenditure since 1888 exceeds the total receipts by a sum of Rs. 27,362·73. Supposing, however, that the whole of the Waterworks were to be taken over by the Municipality from Government, the working (taking the receipts of 1899) would show an annual loss of (say) Rs. 94,550·48. And Government would be relieved of an annual charge of (say) Rs. 160,022, against which, however, payment would have to be made by Government and the Military Authorities for all water not used for domestic purposes.

11. The Committee desire to record their unanimous and emphatic conviction that the duplication of the water main throughout its whole length is more important than anything else in connection with improving the sanitary condition of Colombo. In the opinion of this Committee the work of entire duplication ought to be undertaken forthwith.

12. The minutes of proceedings are herewith submitted.*

F. H. PRICE.
ALLAN PERRY.
J. L. VANDERSTRAATEN, M.D.
STANLEY BOIS.
CHAS. PERERA.
CHAS. P. DIAS.
RICHARD H. MORGAN.
ARTHUR ALVIS.
JAS. PEIRIS.
H. A. JAYEWARDENE.
JNO. CADERAMEN.

Colombo, April 2, 1900.

[For Appendix C, see page 20.]

APPENDIX D. (Quoted in Paragraph 38.)

THERE were no cases of cholera in the city during this year. There were 52 cases of smallpox. Of these, 8 proved fatal in hospital. One proved fatal in the town, and was reported after death. This was in New Moor street. Of the 52 cases, 1 occurred in Pettah, 3 in St. Paul's, 15 in New Bazaar, 8 in Kotahena North, 17 in Kotahena South, 2 in Maradana North, 6 in Slave Island. The source of infection was a concealed case, that of a child recently arrived from Southern India. This was not a fever outbreak, but was a continuation of the outbreak of 1899. This outbreak continued till the 27th February, when it was stamped out.

There was a fresh outbreak on the 5th May in the Slave Island Ward. The first case occurred in Ferry lane. There were 6 cases in all. This outbreak was stamped out on the 25th May. The source of infection could not be traced.

In September there was one case, a recent arrival from India. He was sent by the Kotahena Police to the General Hospital with fever. From there he was transferred to the Infectious Diseases Hospital with smallpox. There were no cases during the rest of the year.

JOHN B. DRIEBERG,
Sanitary Officer.

March 25, 1901.

* Not reproduced.

APPENDIX C. (Quoted in Paragraph 37.)

Comparative Statement of Vital Statistics for 1899 and 1900.

Wards.	Population in Census of 1891.	Total Births.		Total Deaths.		Cholera.		Smallpox.		Measles.		Fever.		Dochmius Duodenalis.		Diarrhœa and Dysentery.		Violence.								Rate per Mille.			
																		Accident.		Homicide.		Suicide.		Execution.		Births.		Deaths.	
		1899.	1900.	1899.	1900	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.
Colombo Municipality	127,836	3,641	3,373	4,496	5,259	—	—	16	9	13	2	484	488	40	105	742	918	42	58	13	16	5	13	—	—				
Fort and Galle Face ...	2,541	13	7	32	33	—	—	1	—	—	—	6	3	—	—	2	3	9	6	—	1	1	—	—	—				
Pettah	7,961	90	58	83	100	—	—	1	—	—	—	17	11	—	—	6	5	2	1	—	1	—	1	—	—				
St. Sebastian ...	7,943	229	234	230	250	—	—	—	2	—	—	15	15	—	—	24	34	1	2	1	—	—	1	—	—				
St. Paul's	16,322	406	362	492	523	—	—	—	—	4	—	54	36	—	1	73	57	—	3	1	1	—	1	—	—				
Kotahena	27,935	655	561	814	955	—	—	4	3	6	1	125	173	—	—	128	149	5	6	1	—	—	1	—	—				
New Bazaar	14,501	504	463	490	560	—	—	6	2	1	1	45	30	—	—	53	53	1	3	—	—	—	—	—	—				
Maradana { Hospitals ...	23,562	309	383	895	1,248	—	—	—	—	—	—	50	63	39	100	256	392	18	21	10	11	—	6	—	—				
Maradana { Exclusive of Hospitals		690	652	713	789	—	—	3	—	1	—	60	51	1	3	90	127	3	7	—	2	3	2	—	—				
Slave Island	13,622	373	347	429	471	—	—	1	2	—	—	68	66	—	—	72	59	—	6	—	1	—	1	—	—				
Kollupitiya	13,449	372	306	318	330	—	—	—	—	1		44	40	—	1	38	39	3	3	—	—	1	1	—	—				
																										*9·23	21·7	9·62	33·6

* Calculated on a revised estimate of the population.

(Appendix E. Quoted in Paragraph 39).

Return of Number of Rats captured and destroyed for 1900.

Ward.	By whom captured.	January 6.	January 13.	January 20.	January 27.	February 3.	February 10.	February 17.	February 24.	March 3.	March 10.	March 17.	March 24.	March 31.	April 7.	April 14.	April 21.	April 28.	May 5.	May 12.	May 19.	May 26.	June 2.	June 9.	June 16.	June 23.	June 30.
Pettah and St. Sebastian ...	Inspector Koch ...	170	198	266	208	143	183	270	238	179	209	161	189	105	78	93	116	134	103	119	90	74	100	60	104	87	55
St. Paul's	Inspector Casie Chetty ...	122	158	98	101	92	110	142	166	47	138	125	109	138	91	104	156	120	165	113	67	70	95	102	118	66	62
New Bazaar	Inspector La Brooy ...	98	106	156	165	102	148	103	114	80	57	4	—	17	14	11	14	89	53	31	59	46	31	17	—	23	15
Kollupitiya	Inspector Foenander ...	68	64	81	69	50	58	84	20	47	41	26	14	24	29	15	33	25	14	23	21	62	111	64	50	30	81
Slave Island	Inspector Ondaatjie ...	99	197	110	76	54	83	92	54	109	145	108	171	152	139	144	168	124	122	115	120	125	92	75	100	94	70
Maradana North ...	Inspector Blacker ...	72	83	138	116	80	163	54	82	120	130	108	153	86	78	93	67	110	101	96	57	74	70	71	85	85	72
Maradana South ...	Inspector Samahin ...	98	118	124	156	139	67	44	131	43	19	49	83	82	166	51	112	88	88	79	57	80	5	—	—	39	29
Kotahena South ...	Inspector De Silva ...	103	134	122	109	73	101	96	73	123	88	73	65	80	50	21	67	45	66	66	26	62	70	44	6	9	12
Kotahena North ...	Inspector Serasinghe ...	66	169	142	130	117	119	99	—	122	19	—	—	—	—	—	9	48	67	48	—	—	—	—	—	70	46
Fort	Inspector Weinman ...	95	157	221	90	55	35	45	—	—	—	—	—	20	28	123	103	122	135	79	32	46	51	65	64	58	61
	Others	57	93	211	198	211	198	205	362	322	374	254	442	410	341	400	291	308	355	347	302	424	355	316	384	454	523
	Total ...	1048	1477	1669	1418	1116	1265	1234	1240	1192	1220	908	1226	1114	1014	1055	1136	1213	1269	1116	831	1063	980	814	911	1015	1026

Ward.	By whom captured.	July 7.	July 14.	July 21.	July 28.	August 4.	August 11.	August 18.	August 25.	September 1.	September 8.	September 15.	September 22.	September 29.	October 6.	October 13.	October 20.	October 27.	November 3.	November 10.	November 17.	November 24.	December 1.	December 8.	December 15.	December 22.	December 29.	December 31.	Total.
Pettah and St. Sebastian ...	Inspector Koch ...	48	76	89	84	123	88	87	149	101	56	79	53	56	57	58	75	46	47	46	96	94	70	95	127	114	105	18	5869
St. Paul's	Inspector Casie Chetty ...	63	67	57	48	66	107	104	117	80	67	111	94	61	31	84	81	93	101	86	96	102	77	83	60	101	56	14	4982
New Bazaar	Inspector La Brooy ...	48	33	25	47	58	61	49	60	55	49	66	66	66	83	77	74	88	77	77	82	83	67	56	55	61	35	21	3172
Kollupitiya	Inspector Foenander ...	44	43	52	52	65	13	41	49	39	—	6	72	66	84	107	75	111	74	47	45	81	41	58	40	74	36	16	2635
Slave Island	Inspector Ondaatjie ...	85	109	111	69	79	60	35	52	37	39	48	47	49	58	81	48	57	50	55	68	92	56	55	41	59	29	18	4517
Maradana North ...	Inspector Blacker ...	82	81	127	73	66	103	101	74	90	106	71	59	79	79	65	56	56	58	30	67	58	61	78	57	85	66	18	4393
Maradana South ...	Inspector Samahin ...	31	23	23	44	10	—	60	86	49	50	47	65	47	65	36	80	61	30	25	41	—	27	44	21	25	—	—	2937
Kotahena South ...	Inspector De Silva ...	59	29	29	117	58	75	95	79	120	67	46	59	33	60	50	41	39	63	26	40	47	45	34	37	33	—	20	3225
Kotahena North ...	Inspector Serasinghe ...	36	51	28	71	58	51	114	66	71	57	79	85	58	60	46	54	72	66	72	93	108	64	106	84	77	86	31	3115
Fort	Inspector Weinman ...	60	48	55	133	70	75	41	72	73	58	76	82	67	55	48	61	63	100	64	39	54	39	34	82	15	—	—	3249
	Others ...	666	693	555	627	662	680	485	482	456	531	506	533	575	707	793	633	679	677	662	598	721	725	611	637	809	474	249	24563
	Total ...	1222	1253	1151	1365	1355	1313	1212	1286	1171	1080	1135	1215	1157	1331	1445	1278	1365	1343	1190	1265	1440	1275	1254	1241	1453	887	405	62657

APPENDIX F. (Quoted in Paragraph 40.)

Statement of Receipts and Expenditure of the Health Department during 1900.

Receipts.	Rs. c.	Rs. c.
By recoveries from householders for conserving latrines ...	116,314 0*	
By recoveries from householders for buckets sold ...	419 0	
By recoveries from householders for disinfectants sold ...	909 56	
		117,642 5
		117,642 56
Deficiency ... ... —		10,576 15
Total ...		128,218 71

Expenditure.	Rs. c.	Rs. c.
To Vote No. 101, Salaries, Wages, and Allowances :—		
Salaries of office staff, supervisors, and allowances ...	8,306 86	
Salaries of overseers and coolies	59,945 60	
		68,252 46
To Vote No. 102, Purchase of Disinfectants :—		
Cost of disinfectants ...	1,630 0	
Cost of materials ...	367 38	
Cost of distributing of coir dust	3,600 0	
		5,597 38
To Vote No. 103, Stationery :—		
Stationery and books ...	—	395 55
To Vote No. 104, Repairs to depôt building :—		
Repairs	—	468 78
To Vote No. 105, Maintenance of roads at depôt :—		
Maintenance... ...	—	516 55
To Vote No. 106, Hire of Bulls and Carters' Wages :—		
Hire of bulls, &c. ...	—	44,256 88
To Vote No. 107, Contingencies :—		
Rent of land ...	151 94	
Bonus to coolies ...	395 65	
Legal expenses ...	117 60	
Supervisors' uniforms ...	204 0	
Furniture	205 78	
Buildings at depôt ...	1,748 47	
Miscellaneous ...	1,064 21	
		3,887 65
To Vote No. 108, Refunds :—		
Refund of payments ...	—	270 0
To Vote No. 109, Construction, Repairs, and Maintenance of Carts :—		
Ten new night soil carts ...	3,700 0	
Repairs and maintenance ...	873 46	
		4,573 46
		128,218 71

* Inclusive of amounts recovered for clearing of cesspit privies to end of June, 1900, and for the service of day and special coolies.

† There is no actual deficiency, there being a saving of more than the deficiency under the vote for Scavenging.

[For Appendix G, see page 23.]

APPENDIX H. (Quoted in Paragraph 46.)

Progressive Return of Collections under Road Ordinances, No. 10 of 1861 and No. 31 of 1884, for the Year 1900.

		Current Year.	Preceding Year.
1.	One-fifth number of inhabitants of Colombo Municipality by last Census	25,385 ...	25,385
2.	Number of names borne on division officers' returns ...	56,467 ...	54,418
3.	Percentage of 2 to 1	222·04 ...	214·37
4.	Number of persons exempted from labour in year ...	180 ...	174
5.	Percentage of 4 to 2	·31 ...	·31
6.	Number of names borne on division officers' return less exemption—2 less 4	56,287 ...	54,244
7.	Percentage of 6 to 1	221·73 ...	213·68
8.	i. Paid commutation	40,977 ...	38,968
	ii. Performed labour	— ...	—
	iii. Fined	46 ...	36
	iv. Imprisoned	2 ...	2
	v. Total i., ii., iii., iv., being number of persons who discharged their liability	41,025	39,006
9.	Percentage of those who discharged their liability to numbers liable being 8 v. to 6	72·88 ...	71·98
10.	Percentage of those who discharged their liability to one-fifth of inhabitants being 8 v. to 1	161·61 ...	153·65
11.	Accounted for as died, paid elsewhere, double entries, erroneous entries, and struck off	5,711 ...	15,238
12.	Unaccounted for on last day of the year	9,551 ...	—

APPENDIX G. (Quoted in Paragraph 42.)

MUNICIPAL COURT OF COLOMBO.

Classified Statement of Charges instituted and disposed of in the Court of the Municipal Magistrate during the Year 1900.

	Vagrants.		Thoroughfares.		Cruelty to Animals.		Nuisances.		Carriers.		Police.		Carriages let to Hire.		Opium.		Unlawful Gaming.		Miscellaneous.		Total.	
	No. 4 of 1841.		No. 10 of 1861.		No. 7 of 1862.		No. 15 of 1862.		No. 14 of 1865.		No. 16 of 1865.		No. 17 of 1873.		No. 4 of 1878.		No. 17 of 1889.					
	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.	C.	P.
Pending on December 31, 1899 ...	2	3	—	—	—	—	19	19	—	—	15	15	1	1	—	—	—	—	21	21	58	59
Instituted during the year	1,406	1,958	78	80	493	494	1,374	1,567	5	5	3,981	4,066	40	40	1	1	159	739	3,943	3,998	11480	13,002
	1,408	1,961	78	80	493	494	1,393	1,586	5	5	3,996	4,081	41	41	1	1	159	793	3,964	4,019	11538	13,061
Convicted	1,251	1,731	69	71	473	474	1,245	1,331	3	3	3,575	3,622	19	19	1	1	131	637	1,517	1,517	8,284	9,406
Acquitted and dismissed	126	189	9	9	20	20	110	207	2	2	352	390	20	20	—	—	21	131	2,367	2,415	3,028	3,383
Pending	31	41	—	—	—	—	37	48	—	—	69	69	2	2	—	—	7	25	80	87	226	272

Pending from 1899	58	
Instituted in 1900	11,480	
Total ...	11,538	
		11,312
Disposed of	226	
Pending on January 1, 1900 ...	11,538	

* The cases appearing under this head are instituted under Ordinances Nos. 13 of 1864, 17 of 1865, 13 of 1877, 16 of 1881, 2 of 1883 (section 259), 7 of 1887, 7 of 1889, 26 of 1890, and 1 of 1896.

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APPENDIX I. (Quoted in Paragraph 55.)

TABLES OF ATTENDANCE.

"p" signifies "present"; "a" signifies "absent."

I.—Meetings of the Municipal Council.

Names of Members.	General Meeting, 19-1-00.	General Meeting, 9-2-00.	General Meeting, 9-3-00.	Special Meeting, 15-3-00.	General Meeting, 6-4-00.	General Meeting, 11-5-00.	General Meeting, 8-6-00.	General Meeting, 13-7-00.	General Meeting, 10-8-00.	General Meeting, 14-9-00.	General Meeting, 12-10-00.	General Meeting, 13-11-00.	General Meeting, 7-12-00.	Special Meeting 8-12-00
F. H. Price, Esq., Chairman	p	p	p	p	p	p	...	...	...	...	...	...	...	...
H. White, Esq., Acting Chairman	...	...	...	...	...	...	p	p	p	p	p	p	...	...
Hon. Mr. F. R. Ellis, Chairman	...	...	...	...	...	...	...	...	...	...	...	...	p	p
Major L. F. Knollys, C.M.G.	p	a	a	a	p	p	a	a	a	...	...	p	p	p
A. Perry, Esq.	p	a	p	p	p	p	a	a	p	p	p	a	p	a
H. T. S. Ward, Esq.	p	a	a	...		...	...	...	...	...	...	...	...	...
Hon. Mr. F. A. Cooper	...	...	...	a	a	a	p	a	a	a	p	a	p	p
F. H. Grinlinton, Esq.	p	a	p	p	a	p	p	p	a	a	p	p	p	p
Dr. J. L. Vanderstraaten	p	p	p	p	p	p	a	p	a	p	p	p	p	p*
Stanley Bois, Esq.	p	p	p	p	p	a	p	p	a	p	p	p	p	a
A. Forsyth, Esq.	p	p	p	p	a	a	p	p	a	p	p	p	a	a
A. de A. Seneviratna, Esq.	p	p	p	p	p	p	a	p	a	p	p	p	p	a
M. I. M. Haniffa, Esq.	a	a	p	p	a	a	a	...	...	...	...	...	...	...
M. L. M. Zainudeen, Esq.	...	...	...	...	...	...	...	...	...	p	p	p	p	a
Chas. Perera, Esq.	p	p	p	p	p	p	p	p	a	p	p	p	p	p
P. Coomaraswamy, Esq.	p	a	p	p	p	a	p	p	p	p	p	p	p	p
Chas. P. Dias, Esq.	p	p	p	p	a	p	p	p	p	p	p	p	p	p
R. H. Morgan, Esq.	p	p	p	p	a	p	p	p	a	p	p	a	p	p
Arthur Alvis, Esq.	p	p	p	p	p	p	p	p	a	p	p	p	p	p
James Peiris, Esq.	p	p	p	p	p	p	p	p	a	p	p	p	p	p
H. A. Jayewardene, Esq.	p	p	p	p	a	p	a	p	a	p	p	p	p	p
John Caderamen, Esq.	p	p	p	p	p	...	...	...	...	...	...	...	...	...
Dr. Solomon Fernando	...	...	...	...	...	...	p	p	p	p	p	p	p	p

Number of Meetings, 14.

F. H. Price, Esq., Chairman	... Attended	6	Meetings.	M. I. M. Haniffa, Esq.	... Attended	2	Meetings.
H. White, Esq., *Acting* Chairman	... „	6	„	M. L. M. Zainudeen, Esq.	... „	4	„
Hon. Mr. F. R. Ellis, Chairman	... „	2	„	Chas. Perera, Esq.	... „	13	„
Major L. F. Knollys, C.M.G.	... „	6	„	P. Coomaraswamy, Esq.	... „	12	„
A. Perry, Esq.	... „	9	„	Chas. P. Dias, Esq.	... „	13	„
H. T. S. Ward, Esq.	... „	1	„	R. H. Morgan, Esq.	... „	11	„
Hon. Mr. F. A. Cooper	... „	4	„	Arthur Alvis, Esq.	... „	13	„
F. H. Grinlinton, Esq.	... „	10	„	James Peiris, Esq.	... „	13	„
Dr. J. L. Vanderstraaten	... „	12	„	H. A. Jayewardene, Esq.	... „	11	„
Stanley Bois, Esq.	... „	11	„	John Caderamen, Esq.	... „	5	„
A. Forsyth, Esq.	... „	10	„	Dr. Solomon Fernando	... „	8	„
A. de A. Seneviratna, Esq.	... „	11	„				

II.—Meetings of the Standing Commit...

Names of Members.	January 30, 1900.	February 21, 1900.	March 30, 1900.	April 30, 1900.	May 31, 1900.	June 22, 1900.	July 27, 1900.	August 1, 1900.	August 31, 1900.	September 5, 1900.	September 28, 1900.	October 26, 1900.	November 7, 1900.	November 17, 1900.	December 17, 1900.
F. H. Price, Esq., Chairman ...	p	p	p	p	...	...	...	...	...	...	...	...	...	...	...
H. White, Esq., Acting Chairman ...	...	...	...	...	p	p	p	p	p	p	p	p	p	...	...
Hon. Mr. F. R. Ellis, Chairman ...	...	...	...	...	...	...	...	...	...	...	...	...	...	p	p
Dr. J. L. Vanderstraaten ...	p	p	a	p	p	p	p	p	p	p	p	p	a	p	p
A. de A. Seneviratna, Esq. ...	p	p	a	p	p	p	p	a	p	a	p	...	...	...	...
H. A. Jayawardene, Esq. ...	...	...	...	...	...	...	...	...	...	...	...	a	a	p	a
Chas. Perera, Esq. ...	p	p	a	p	p	p	p	p	p	p	p	p	a	p	p
Chas. P. Dias, Esq. ...	p	a	a	p	p	p	p	p	p	p	p	a	a	p	p
Arthur Alvis, Esq. ...	a	p	a	p	p	p	p	p	p	p	p	p	a	p	a

Number of Meetings, 15.

F. H. Price, Esq., Chairman	Attended	4	Meetings.
H. White, Esq., Acting Chairman	„	9	„
Hon. Mr. F. R. Ellis, Chairman	„	2	„
Dr. J. L. Vanderstraaten	„	13	„
A. de A. Seneviratna, Esq.	Attended	8	Meetings.
H. A. Jayawardene, Esq.	„	1	„
Chas. Perera, Esq.	„	13	„
Chas. P. Dias, Esq.	„	11	„
Arthur Alvis, Esq.	„	11	„

Mr. A. de A. Seneviratna resigned September 29, 1900. Mr. H. A. Jayawardene elected October 12, 1900.

III.—Meetings of the Special Committees.

(1) Special Committee on the Revision of By-laws.

Re-appointed January 19, 1900.

	July 3, 1900.
H. White, Esq., Acting Chairman	p
A. de A. Seneviratna, Esq.	p
Chas. Perera, Esq.	p
Arthur Alvis, Esq.	p
James Peiris, Esq.	p

Number of Meetings, 1.

H. White, Esq., Acting Chairman	...	Attended	1	Meeting.	Arthur Alvis, Esq.	... Attended	1 Meeting.
A. de A. Seneviratna, Esq.	...	,,	1	,,	James Peiris, Esq.	... ,,	1 ,,
Chas. Perera, Esq.	...	,,	1	,,			

(2) Special Committee to inquire and report upon the steps to be taken to facilitate the obtaining of Metal, the Maintenance of Roads in good repair, and for laying down Rules for the Guidance of the Tramway and Municipal Officers for obviating inconvenience and danger to Passengers and Vehicular Traffic during the course of any Repairs and Construction that may become necessary.

Re-appointed February 9, 1900.

	August 7, 1900.	November 6, 1900.
H. White, Esq., Acting Chairman	p	p
Dr. J. L. Vanderstraaten	p	a
A. de A. Seneviratna, Esq.	p	p
Chas. Perera, Esq.	p	p
P. Coomaraswamy, Esq.	p	p
R. H. Morgan, Esq.	p	a

Number of Meetings, 2.

H. White, Esq., Acting Chairman	Attended	2	Meetings		Chas. Perera, Esq.	... Attended	2 Meetings
Dr. J. L. Vanderstraaten	... ,,	1	,,		P. Coomaraswamy, Esq.	... ,,	2 ,,
A. de A. Seneviratna, Esq.	... ,,	2	,,		R. H. Morgan, Esq.	... ,,	1 ,,

(3) Special Committee to report on all Questions connected with Lighting.

Re-appointed February 9, 1900.

	June 21, 1900.	November 14, 1900.
H. White, Esq., Acting Chairman	p	p
Stanley Bois, Esq.	a	p
Chas. Perera, Esq.	p	p
P. Coomaraswamy, Esq.	a	a
R. H. Morgan, Esq.	a	a
Arthur Alvis, Esq.	p	a
James Peiris, Esq.	p	p

Number of Meetings, 2.

H. White, Esq., Acting Chairman	Attended	2	Meetings		R. H. Morgan, Esq.	... Attended	0 Meeting
Stanley Bois, Esq.	... ,,	1	,,		Arthur Alvis, Esq.	... ,,	1 ,,
Chas. Perera, Esq.	... ,,	2	,,		James Peiris, Esq.	... ,,	2 ,,
P. Coomaraswamy, Esq.	... ,,	0	,,				

(4) Special Committee to consider Letter No. A of March 7, 1900, from the Chairman of the Commission on Sanitary Improvements in Colombo.

Appointed March 15, 1900.

	March 21, 1900.	March 22, 1900.	March 23, 1900.	March 24, 1900.	March 26, 1900.	March 27, 1900.	March 28, 1900.	March 28, 1900.	March 29, 1900.	March 30, 1900.	April 2, 1900.
F. H. Price, Esq., Chairman	p	p	p	p	p	p	p	p	p	p	p
A. Perry, Esq.	p	p	p	p	p	p	p	a	p	p	p
Dr. J. L. Vanderstraaten	p	p	p	p	p	p	p	p	p	p	p
Stanley Bois, Esq.	p	p	p	p	p	p	p	p	p	p	p
Hon. Mr. F. A. Cooper	a	a	a	a	a	a	a	a	a	a	a
Chas. Perera, Esq.	p	p	p	p	p	p	p	p	p	p	p
Chas. P. Dias, Esq.	p	p	p	p	p	a	a	a	a	a	a
R. H. Morgan, Esq.	a	p	p	a	p	p	p	a	a	p	a
Arthur Alvis, Esq.	p	a	p	p	a	a	a	a	a	p	a
James Peiris, Esq.	p	p	p	p	a	p	a	a	p	p	p
H. A. Jayawardene, Esq.	p	a	a	a	a	a	p	a	p	a	a
John Caderamen, Esq.	p	p	a	a	a	a	a	a	p	p	p

Number of Meetings, 11.

F. H. Price, Esq., Chairman	... Attended	11	Meetings		Chas. P. Dias	... Attended	5 Meetings
A. Perry, Esq.	... ,,	10	,,		R. H. Morgan, Esq.	... ,,	6 ,,
Dr. J. L. Vanderstraaten	... ,,	11	,,		Arthur Alvis, Esq.	... ,,	4 ,,
Stanley Bois, Esq.	... ,,	11	,,		James Peiris, Esq.	... ,,	8 ,,
Hon. Mr. F. A. Cooper	... ,,	0	,,		H. A. Jayawardene, Esq.	... ,,	3 ,,
Chas. Perera, Esq.	... ,,	11	,,		John Caderamen, Esq.	... ,,	5 ,,

(5) Special Committee to consider the Chairman's Administration Report for 1899.

Appointed May 11, 1900.

	August 30, 1900.
A. Perry, Esq. ...	p
Dr. J. L. Vanderstraaten	p
Stanley Bois, Esq.	a
A. de A. Seneviratna, Esq.	p
Chas. Perera, Esq.	p
Arthur Alvis, Esq.	a
James Peiris, Esq.	p

Number of Meetings, 1.

A. Perry, Esq. ...	... Attended	1	Meeting	Chas. Perera, Esq.	... Attended	1	Meeting
Dr. J. L. Vanderstraaten	... „	1	„	Arthur Alvis, Esq.	... „	0	„
Stanley Bois, Esq.	... „	0	„	James Peiris, Esq.	... „	1	„
A. de A. Seneviratna, Esq.	... „	1	„				

(6) Special Committee to Report upon the Present System of removing Night Soil, to ascertain how far it can be more economically and efficiently worked, and what Reductions, if any, can be made in the Charge for Conservancy and clearing of Cesspits.

Appointed July 13, 1900.

	Aug. 8, 1900.	Sept. 12, 1900.	Sept. 19, 1900.	Sept. 24, 1900.	Sept. 28, 1900.	Oct. 8, 1900.	Oct. 15, 1900.	Oct. 24, 1900.	Oct. 31, 1900.	Nov. 12, 1900.	Dec. 13, 1900.	Dec. 18, 1900.
H. White, Esq., Acting Chairman	p	p	p	p	p	p	p	p	p	p	...	...
Hon. Mr. F. R. Ellis, Chairman	...	...	...	...	...	...	...	...	...	...	p	p
A. Perry, Esq. ...	p	p	a	a	a	p	p	a	a	a	p	a
Dr. J. L. Vanderstraaten ...	p	p	p	p	p	p	p	p	p	p	p	a
Chas. Perera, Esq. ...	p	p	p	p	p	p	p	p	p	p	p	p
P. Coomaraswamy, Esq. ...	p	p	p	p	a	p	a	a	a	a	p	p
Arthur Alvis, Esq. ...	p	p	p	p	p	p	p	p	p	p	a	a
James Peiris, Esq. ...	p	p	p	p	p	p	p	p	a	p	p	p

Number of Meetings, 12.

H. White, Esq., Acting Chairman	Attended	10	Meetings	Chas. Perera, Esq.	... Attended	12	Meetings
Hon. Mr. F. R. Ellis, Chairman ...	„	2	„	P. Coomaraswamy, Esq.	... „	7	„
A. Perry, Esq. ...	„	5	„	Arthur Alvis, Esq.	... „	10	„
Dr. J. L. Vanderstraaten ...	„	11	„	James Peiris, Esq.	... „	11	„

(7) Special Committee to consider the Petition from the Assessment Tax Collectors.

Appointed July 13, 1900.

	August 8, 1900.
H. White, Esq., Acting Chairman	p
A. Forsyth, Esq.	p
A. de A. Seneviratna, Esq.	p
Chas. Perera, Esq.	p
P. Coomaraswamy, Esq.	p
Arthur Alvis, Esq.	p
James Peiris, Esq.	p

Number of Meetings, 1.

H. White, Esq., Acting Chairman	Attended	1	Meeting	P. Coomaraswamy, Esq.	... Attended	1	Meeting
A. Forsyth, Esq. ...	„	1	„	Arthur Alvis, Esq.	... „	1	„
A. de A. Seneviratna, Esq. ...	„	1	„	James Peiris, Esq.	... „	1	„
Chas. Perera, Esq. ...	„	1	„				

(8) Special Committee to Report on the matter of a Recreation Ground for the Inhabitants of the Kotahena Ward.

Appointed September 14, 1900.

	October 30, 1900.	November 8, 1900.
H. White, Esq., Acting Chairman	p	p
Dr. J. L. Vanderstraaten	p	p
A. de A. Seneviratna, Esq.	a	a
Chas. Perera, Esq.	p	a
P. Coomaraswamy, Esq.	a	p
Dr. Solomon Fernando	p	p

Number of Meetings, 2.

H. White, Esq., Acting Chairman	Attended	2	Meetings	Chas. Perera, Esq.	... Attended	1	Meeting
Dr. J. L. Vanderstraaten ...	„	2	„	P. Coomaraswamy, Esq.	... „	1	„
A. de A. Seneviratna, Esq. ...	„	0	„	Dr. Solomon Fernando	... „	2	„

(9) Special Committee to draft a Form in which the Quarterly Reports of the Sanitary Officer should be made.

Appointed September 14, 1900.

	October 17, 1900.	November 8, 1900.
H. White, Esq., Acting Chairman ...	p	p
A. Perry, Esq. ...	p	a
Dr. J. L. Vanderstraaten ...	p	p
R. H. Morgan, Esq. ...	a	a
Arthur Alvis, Esq. ...	p	a

Number of Meetings, 2.

H. White, Esq., Acting Chairman	Attended	2	Meetings	R. H. Morgan, Esq.	Attended	0	Meeting
A. Perry, Esq. ...	„	1	„	Arthur Alvis, Esq. ...	„	1	„
Dr. J. L. Vanderstraaten ...	„	2	„				

(10) Special Committee to inquire into and Report on the matter of widening and extending of the Colpetty Lane and the lane on the Northern side of Wellawatta Police Station.

Appointed September 14, 1900.

	October 9, 1900.
H. White, Esq., Acting Chairman ...	p
Dr. J. L. Vanderstraaten ...	p
Stanley Bois, Esq. ...	p
A. Forsyth, Esq. ...	p
Chas. Perera, Esq. ...	p
R. H. Morgan, Esq. ...	p
Arthur Alvis, Esq. ...	p

Number of Meetings, 1.

H. White, Esq., Acting Chairman	Attended	1	Meeting	Chas. Perera, Esq.	Attended	1	Meeting
Dr. J. L. Vanderstraaten ...	„	1	„	R. H. Morgan, Esq. ...	„	1	„
Stanley Bois, Esq. ...	„	1	„	Arthur Alvis, Esq. ...	„	1	„
A. Forsyth, Esq. ...	„	1	„				

(11) Special Committee to inquire into the Question of the Guides, and whether the Guides Ordinance requires amending.

Appointed September 14, 1900.

	October 10, 1900.
H. White, Esq., Acting Chairman ...	p
Stanley Bois, Esq. ...	p
A. Forsyth, Esq. ...	p
Arthur Alvis, Esq. ...	a
James Peiris, Esq. ...	a

Number of Meetings, 1.

H. White, Esq., Acting Chairman	Attended	1	Meeting	Arthur Alvis, Esq.	Attended	0	Meeting
Stanley Bois, Esq. ...	„	1	„	James Peiris, Esq. ...	„	0	„
A. Forsyth, Esq. ...	„	1	„				

(12) Special Committee to Report (1) as to whether it is necessary to provide a new Municipal Office in view of the increase of Business and Establishment; (2) if it is necessary to suggest one or more suitable sites; and (3) as to the Probable Cost.

Appointed October 12, 1900.

	November 14, 1900.
H. White, Esq., Acting Chairman ...	p
F. H. Grinlinton, Esq. ...	p
Stanley Bois, Esq. ...	a
A. de A. Seneviratna, Esq. ...	a
Hon. Mr. F. A. Cooper ...	a
P. Coomaraswamy, Esq. ...	p
Arthur Alvis, Esq. ...	a

Number of Meetings, 1.

H. White, Esq., Acting Chairman	Attended	1	Meeting	Hon. Mr. F. A. Cooper	Attended	0	Meeting
F. H. Grinlinton, Esq. ...	„	1	„	P. Coomaraswamy, Esq. ...	„	1	„
Stanley Bois, Esq. ...	„	0	„	Arthur Alvis, Esq. ...	„	0	„
A. de A. Seneviratna, Esq. ...	„	0	„				

(13) Special Committee to Report on the Remedial Measures necessary at the Fishers' Quarters at Uplands.

Appointed November 13, 1900.

	December 7, 1900.
Hon. Mr. F. R. Ellis, Chairman ...	p
A. Perry, Esq. ...	p
F. H. Grinlinton, Esq. ...	a
The Hon. Mr. F. A. Cooper ...	p
Major L. F. Knollys, C.M.G. ...	a
Dr. Solomon Fernando ...	p

Number of Meetings, 1.

Hon. Mr. F. R. Ellis, Chairman ...	Attended	1	Meeting	Hon. Mr. F. A. Cooper ...	Attended	1	Meeting
A. Perry, Esq.	„	1	„	Major L. F. Knollys, C.M.G....	„	0	„
F. H. Grinlinton, Esq. ...	„	0	„	Dr. Solomon Fernando ...	„	1	„

REPORT OF THE SPECIAL COMMITTEE APPOINTED ON 14TH JUNE, 1901, TO CONSIDER THE CHAIRMAN'S ADMINISTRATION REPORT FOR 1900.

WE have the honour to submit our report on the Chairman's Administration Report for 1900 as follows :—

This Sub-Committee regrets to note that the by-laws for the regulating of buildings have not yet been framed, and urges the necessity of their early completion.

We recommend to Council to detail the Sanitary Officer to be responsible for the sanitary condition of dairies, and that the Veterinary Surgeon be responsible for the cattle only. Both these officers to fill up a printed form for each dairy once a week, the forms to be subsequently determined upon. That of the Sanitary Officer to embrace following particulars, viz., structure of buildings, floors, cubic contents, storage of milk, water, cesspits, earth closets, persons sleeping on premises, utensils. That of the Veterinary Surgeon to contain a report of the health of the cattle, their feeding, and condition of stabling.

With regard to paragraph 33, this Sub-Committee has had the advantage of Major Knollys' presence as a member. He has explained to the Committee the present state of the precautions against fire. They are pleased to know that an engine has been ordered, and that a site for its location has been chosen, and that plans and estimates for the building are being prepared.

With regard to Appendix C referred to in paragraph 37, the Sub-Committee notices that the Kotahena Ward shows a larger proportion of deaths from "fever and diarrhœa and dysentery", (which diseases indicate the health of a community) than any other ward, and concludes that the sanitary condition of this ward must be very defective in places, and would desire that special attention should be paid to this matter. The appendix would be more complete if a column were added "Deaths from other Diseases."

The Committee is gratified that rat catching is continued, and hopes this war against rats will be rigorously carried out.

With regard to paragraph 44, the Sub-Committee are not fully satisfied with the report on the assessment, and hope some measure will be devised to secure the punctual return of schedules and a proper revised assessment.

A. PERRY.
J. L. VANDERSTRAATEN, M.D.†
L. F. KNOLLYS, C.M.G.
CHAS. PERERA.*
P. COOMARASWAMY.
ARTHUR ALVIS.†
H. A. JAYEWARDENE.†

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* I AGREE to the report, but would suggest the following additions :—

1. *To Paragraph 1.*—The Committee desires that the attention of the Superintendent of Works be called to the very long delay there has been in the matter of the framing of these by-laws. It was so far back as August, 1900, that the Chairman desired him to frame the rules, and that a copy of the Hongkong by-laws was sent to assist him therein. In December, 1900, upon a question being put in Council in regard to the subject by the member for Slave Island Ward, the Chairman replied that they were in course of preparation. On two occasions again the attention of the Superintendent of Works was called by the Chairman in February and April this year. Finally, the rules were called for last month, and the Superintendent of Works said he would try to have them prepared and sent in before his leave should expire. The Committee trusts that a work of such urgency and importance will receive immediate attention.

2. *After the last Paragraph.*—In regard to the change that was contemplated in the method of collecting the consolidated rate, and the reference made in paragraph 45 of the Chairman's Report to the abandonment of the proposed change because a Special Committee appointed by the Council to consider the matter had recommended that no change be made in the system of collection, this Committee thinks it right to add that the recommendation of that Committee, which was one relating to executive matters, was made on lines approved by the then Chairman, and it received his acquiescence and support.

CHAS. PERERA.

† We agree to the suggestions.

H. A. JAYEWARDENE.
J. L. VANDERSTRAATEN, M.D.
ARTHUR ALVIS.
CHAS. P. DIAS.

I regret I was unable to attend any of the meetings.—F. A. C. 18-9-01.

XXXVIII.—1901.

CORRESPONDENCE

RELATING TO

A MEMORIAL TO HER LATE MAJESTY QUEEN VICTORIA.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

MEMORIAL TO HER LATE MAJESTY QUEEN VICTORIA.

No. 1.

The Right Hon. J. CHAMBERLAIN, M.P., to Governor the Right Hon. Sir J. WEST RIDGEWAY, G C.M.G., K.C.B., K.C.S.I.

Circular. Downing street, June 10, 1901.

SIR,—YOU are doubtless aware that a Committee was, in February last, appointed by His Majesty the King to consider the best means of giving effect to the desire which is so universally felt that a memorial of Her late Majesty Queen Victoria, Imperial and not local in its character, should be erected in London as the metropolis and centre of the Empire over which She ruled for more than sixty years. The recommendation of the Committee was in favour of a memorial of a strictly personal and monumental kind, in which a statue of Her late Majesty should form the most prominent feature; and the King expressed his approval of this proposal and of the site in front of Buckingham Palace which has been selected. The general idea of the scheme is to place in front of the Palace a group or groups of statuary, of which the statue of Queen Victoria will form the central figure, and, if funds admit, to form an imposing architectural and processional approach to the main group of statuary and to the Palace with statues at intervals representative of the Colonies and Dependencies of the Empire.

2. To carry this scheme into effect in a manner worthy of its object ample funds are required, and a largely attended meeting was held at the Mansion House on the 26th March last for the purpose of calling public attention to the subject and of inviting subscriptions. I am convinced that the Colonies of the Empire, which always occupied a most prominent position in Her late Majesty's interest and sympathies, will desire to contribute to a memorial which appeals so strongly to every class and every race of those who were Her subjects. I desire therefore that you will take such steps as you may think best calculated to promote this object, either by bringing the matter to the notice of your Executive Council or in such other way as you may think best, and I trust that I may be able to announce a response from the Colonies, which will be an evidence to the world at large of the feelings of devotion with which they regard the memory of Queen Victoria.

3. In making this request, I do not forget that many Colonies will desire to have their local memorial, but I am led to believe that they will also wish to be distinctly and separately represented in the commemorative monument which is intended to perpetuate in the heart of the Empire the glories of Her late Majesty's reign, and the loving esteem in which She was held throughout Her dominions.

I have, &c.,
J. CHAMBERLAIN.

No. 2.

Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I., to the Right Hon. J. CHAMBERLAIN, M.P.

Miscellaneous.—No. 287. Queen's House, Colombo, July 23, 1901.

SIR,—I HAVE the honour to acknowledge receipt of your circular despatch of 10th June, 1901, on the subject of a memorial of Her late Majesty Queen Victoria.

2. Having consulted the Executive Council, I propose to invite the Legislative Council to vote in connection with the Estimate of 1902 a sum of £5,000 as a contribution from Ceylon towards the Imperial Memorial to be erected in London. I have no doubt that the Legislative Council and the Colony will cordially approve the proposal.

I have, &c.,
WEST RIDGEWAY.

No. 3.

The Right Hon. J. CHAMBERLAIN, M.P., to Governor the Right Hon. Sir J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.

Ceylon.—No. 310. Downing street, August 16, 1901.

SIR,—I HAVE the honour to acknowledge the receipt of your despatch No. 287 of the 23rd July, and, provided that you are of opinion that the financial condition of the Colony justifies the step, to approve your proposal to submit the Legislative Council a vote of £5,000 as a contribution from Ceylon to the Imperial Memorial in London to Her late Majesty Queen Victoria.

I have, &c.,
J. CHAMBERLAIN.

XXXIX.—1901.

THE SUPPLY BILL, 1902.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the Year 1902."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 10 cents.

1901.

EXTRACT from the Minutes of the Legislative Council dated October 25, 1901.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance for making provision for the Contingent Services for the Year 1902":—

The Hon. Mr. W. T. TAYLOR, C.M.G., Acting Colonial Secretary.
The Hon. Mr. F. R. ELLIS, C.M.G., Acting Auditor-General.
The Hon. Mr. H. H. CAMERON, Treasurer.
The Hon. Mr. F. A. COOPER, C.M.G., Director of Public Works.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. W. G. ROCKWOOD, M.D.,
The Hon. Mr. S. C. OBEYESEKERE,
The Hon. Mr. W. H. FIGG,
} Unofficial Members.

THE SUPPLY BILL, 1902.

THE Sub-Committee of the Council have the honour to report that they have carefully considered the details of the Estimates of Revenue and Expenditure placed before them.

They are of opinion that the Estimate of Revenue, though in some respects high, may be accepted, and may be expected to be realized.

Appended to the Report is a statement of the additions and reductions which the Sub-Committee recommend should be made in the Draft Estimates laid before the Council.

Under Provincial Administration a sum of Rs. 480 has to be added for payment of a cemetery-keeper and two coolies for the Medamulla cemetery in the Western Province.

A sum of Rs. 3,000 is to be inserted for the pay of the special Police Force under the Government Agent engaged in the repression of crime in the neighbourhood of Colombo ; a reduction of equivalent amount may be made in the provision for remuneration to headmen.

In the Central Province a small increase is proposed in the provision for compensation in lieu of rates on public buildings in Kandy, the increased provision being recommended in view of the recent increase of Municipal rates in that town. In the Southern Province a small addition is required to the amount provided for tom-tom beaters in the Matara District for advertising land sales, &c.

Under the head of Vote 14, Legal, additional provision of Rs. 24 is required for conservancy of the District Court, Negombo ; and the provision for the salary of the Additional Police Magistrate, Gampola, has to be increased from Rs. 3,000 to Rs. 4,000 in accordance with the scheme for giving to officers officiating in Civil Service posts for ten years increased remuneration.

Under Vote 15, Police, a sum of Rs. 120 has to be added for the conservancy of the new police station at Bandarawela.

An addition is recommended of Rs. 1,220 to the Forest Department vote to provide the pay of four watchers and other expenses connected with a game sanctuary to be established in the northern part of the Puttalam District of the North-Western Province, a proposal that has the warm approval of the Sub-Committee.

Increased provision is recommended under Vote 28, Post Office, for the Neboda mail coach service, the present provision having been found to be inadequate ; and a sum of Rs. 2,000 has to be added for rent in view of the larger payments required.

Under Vote 29 for the Railway Department, the Sub-Committee recommend the excision of the provision for Railway telegraphs and telephones. The telegraph maintenance is done by the Postal-Telegraph Department, to which the amount provided in the Estimates is paid over in monthly instalments to be credited as revenue ; these payments may be discontinued in future. The telephones are maintained by the same Department free of charge.

The inclusion is recommended of Rs. 31,310 for new machinery for the Locomotive workshops, the use of which will, it is hoped, facilitate repairing operations and enable the traffic requirements to be more effectively met. In view of the insertion of this provision, the General Manager of the Railways considers he can do with one bogie goods brake van and two bogie thirds less than he asked for, and the provision for rolling stock may be reduced accordingly. A sum of Rs. 7,000 may be added to the provision for twenty covered goods wagons.

A sum of Rs. 3,817 has to be added to the vote for the Public Works Department to provide approved increments under the scheme that came into operation at the beginning of this year for two Provincial Engineers and six District Engineers.

The vote for the Irrigation Department has to be increased by a sum of Rs. 360 for an allowance to an irrigation officer.

Some trifling alterations are suggested under Public Works Annually Recurrent, the particulars of which are shown in the Appendix. The effect is an addition of Rs. 582 to the total as shown in the detailed Estimates.

The alterations proposed under the head of Vote 34, Pubic Works Extraordinary, are also shown in detail in the Appendix. The effect is a net reduction of Rs. 2,724. These alterations are of more importance and of larger amount than those under the preceding head of expenditure. Few of them, however, call for particular observation. In the Southern Province it is proposed to construct at an estimated cost of Rs. 2,500, out of the materials of the old Hambantota Kachcheri, a small house for the Kachcheri Head Clerk. The Sub-Committee call attention to the proposal to spend a sum of Rs. 20,000 on the building of a Post Office at Kegalla. The Sub-Committee having seen the plans and estimates express the opinion that the accommodation to be provided is unnecessarily large, and the expenditure is therefore excessive.

Provision is recommended to be included for temporary wards at the Colombo General Hospital to meet the increased demands on the resources of that institution. The Sub-Committee recommend insertion of a sum of Rs. 1,819 for an electrical installation in the Old Palace, Kandy, it being understood that the cost of current, of renewals, and meter rent will be borne by the occupier.

A sum of Rs. 5,000 is recommended to be included, as usual, on account of the Nugatenna-Bintenna road in the Central Province, to be paid to the Provincial Road Committee; and, as has been done for some years past, a sum of Rs. 1,000 to be voted to the Provincial Road Committee for bridges and culverts in the Hinidum pattu of the Southern Province. It is recommended that Rs. 3,000 be added for the Nakkala horse bridge in the Province of Uva, Rs. 917 to enable the Government Agent of the Northern Province to provide sites for cemeteries in crowded areas about Jaffna, Rs. 4,000 for ferry boats in the Trincomalee District of the Eastern Province, and Rs. 1,000 each to the Government Agents of the Southern and North-Western Provinces for sinking wells.

W. T. TAYLOR.
FRAS. R. ELLIS.
H. HAY CAMERON.
FRANCIS A. COOPER.
J. N. CAMPBELL.
W. G. ROCKWOOD, M.D.
S. C. OBEYESEKERE.
W. HENRY FIGG.

Legislative Council Chamber,
Colombo, November 5, 1901.

Appendix.

LIST OF ADDITIONS AND REDUCTIONS PROPOSED BY THE SUB-COMMITTEE.

7.—PROVINCIAL ADMINISTRATION.

	Additions. Rs.	Reductions. Rs.
Western Province.		
Cemetery-keeper and two coolies, Medamulla	480 ...	—
Remuneration to headmen	— ...	3,000
Cost of scheme of police protection	3,000 ...	—
Central Province.		
Compensation for local rates on Government buildings, Kandy	1,244 ...	—
Northern Province.		
Wells in the Northern Province	— ...	1,500
Southern Province.		
Matara: Hire of tom-tom beaters	55 ...	—
North-Western Province.		
Puttalam: Expenses connected with steam launch ...	— ...	500
14.—LEGAL.		
District Court, Negombo.		
Cleansing latrines	24 ...	—
Police Court, Gampola.		
Additional Police Magistrate	1,000 ...	—
15.—POLICE.		
Cleansing latrines, Bandarawela	120 ...	—
27.—FOREST DEPARTMENT.		
Game watchers, Puttalam	720 ...	—
Expenses connected with game sanctuary, Puttalam ...	500 ...	—
28.—POST OFFICE.		
Increase for service, Panadure and Bandaragama, Kalutara, Neboda, and Matugama	430 ...	—
Rent	2,000 ...	—
29.—RAILWAY DEPARTMENT.		
Maintenance of Railway telegraphs	— ...	23,000
Maintenance of Railway telephones	— ...	825
New machinery, Locomotive Department ...	31,310 ...	—
Four bogie goods brake vans	— ...	3,216
Six bogie thirds	— ...	12,290
Twenty covered goods wagons	7,000 ...	—
31.—PUBLIC WORKS DEPARTMENT.		
Nine Provincial Engineers	1,000 ...	—
Forty-five District Engineers	2,187 ...	—
32.—IRRIGATION DEPARTMENT.		
Allowance to Irrigation Officers	360 ...	—
Carried over ...	51,430 ...	44,331

	Additions. Rs.	Reductions. Rs.
Brought forward ...	51,430 ...	44,331
33.—PUBLIC WORKS ANNUALLY RECURRENT.		
Maintenance of Roads.		
Western Province.		
Approach roads to railway stations Wellawatta, Dehiwala, and Mount Lavinia	132 ...	—
North-Central Province.		
Anuradhapura : Approach roads to public buildings ...	85 ...	—
Province of Sabaragamuwa.		
Rakwana-Bulutota road	50 ...	—
Toll Grants on Minor Roads.		
Western Province	250 ...	—
Medical Aid Hospitals.		
Southern Province	400 ...	—
Province of Sabaragamuwa	— ...	750
Government Hospitals and Dispensaries.		
Southern Province	— ...	400
Province of Sabaragamuwa	750 ...	—
Station allowance to clerks, Province of Uva ...	65 ...	—
34.—PUBLIC WORKS EXTRAORDINARY.		
New Works and Buildings.		
Central Province.		
Peradeniya resthouse (re-vote)	2,800 ...	—
Police station, Dimbula (re-vote)	— ...	1,000
Witness sheds, Police Court, Hatton (re-vote) ...	— ...	750
Hospital, Maturata (re-vote)	4,600 ...	—
House of observation, Kandy (re-vote)... ...	— ...	1,160
Southern Province.		
House for Kachcheri clerk, Hambantota ...	2,500 ...	—
North-Central Province.		
New court-house, Anuradhapura (re-vote) ...	1,300 ...	—
Archæological Commissioner's house, Anuradhapura (re-vote)	— ...	1,000
Province of Uva.		
New court-house, Bandarawela (re-vote) ...	— ...	700
Alterations and Additions to Buildings.		
Western Province.		
Drainage, Welikada jail (re-vote)	— ...	3,900
Temporary wards, Colombo General Hospital (re-vote)	7,000 ...	—
Central Province.		
Uda Pussellawa hospital	— ...	2,100
Electric light installation, Old Palace	1,819 ...	—
North-Central Province.		
Anuradhapura jail	— ...	2,200
Special Repairs to Buildings.		
Central Province.		
Re-tiling roof, police stations, Gampola and Pussellawa	100 ...	—
New Roads.		
Western Province.		
Gravelled roads round Havelock Park, Colombo (re-vote)	— ...	2,100
Central Province.		
Annfield road (re-vote)	— ...	500
New Roads.		
Eastern Province.		
North Coast road to Toppu (re-vote)	— ...	1,250
North-Central Province.		
Habarana-Topawewa road (re-vote)	900 ...	—
Additions and Improvements to Roads.		
Central Province.		
Palapatwela-Galawela road (re-vote)	— ...	2,000
Katugastota-Madulkele road (re-vote)	— ...	1,100
Nugatenna-Bintenna road	5,000 ...	—
North-Western Province.		
Track metalling, Toppu-Battuluoya road (re-vote) ...	1,000 ...	—
Toppu to Dankotuwa (re-vote)	— ...	400
Eastern Province.		
Akkaraipattu-Sagamam road (re-vote) ...	— ...	4,000
North-Central Province.		
Habarana-Topawewa road (re-vote)	— ...	400
Anuradhapura-Kurunegala road (re-vote) ...	— ...	300
Maradankadawela-Habarana road (re-vote) ...	— ...	1,000
New Bridges.		
Western Province.		
Wellampitiya bridge (re-vote)	— ...	6,500
Southern Province.		
Bridges and culverts, Hinidum pattu	1,000 ...	—
Carried over ...	81,181 ...	77,841

	Additions Rs.	Reductions. Rs.
Brought forward ...	81,181 ...	77,841
North-Central Province.		
Bridges, Kalaoya-Galgodahena road	— ...	200
Province of Uva.		
Horse bridge at Nakkala	3,000 ...	—
Province of Sabaragamuwa.		
Morali-oya bridge	— ...	500
Rebuilding bridge, 9th mile, Ratnapura-Halpe road (re-vote)	— ...	3,600
Repairs of Bridges.		
North-Western Province.		
Palavi embankment and bridge (re-vote) ...	— ...	1,100
Lands and Buildings to be acquired.		
Central Province.		
Acquisition of quarries (re-vote)	— ...	600
Northern Province.		
Site for hospital, Point Pedro (re-vote) ...	— ...	1,000
Acquisition of sites for cemeteries	917 ...	—
Miscellaneous.		
Central Province.		
Water supply, Hakgala Gardens (re-vote) ...	— ...	350
Northern Province.		
Boring experiments, Jaffna (re-vote)	250 ...	—
Southern Province.		
Sinking wells	1,000 ...	—
Eastern Province.		
Sinking wells	— ...	1,200
Two ferry boats	4,000 ...	—
North-Western Province.		
Sinking wells	1,000 ...	—
Total ...	91,348 ...	86,391

XL.—1901.

VILLAGE COMMUNITIES.

A STATEMENT

SHOWING

THE DISTRICTS, PRESIDENTS, THEIR SALARIES AND STAFFS,

AND THE NUMBER AND NATURE OF THE CASES

DISPOSED OF DURING 1900.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED, BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 10 cents.

1901.

VILLAGE COMMUNITIES.

RETURN showing the Names of Districts, Presidents, &c., and the Number of Cases instituted, decided, and in Appeal, during 1900.

Districts.	Presidents.	Salaries.	Staff.	Cost of Staff per Annum.	Pending on January 1, 1900.		Instituted during 1900.		Amicable Settlements under Section 23.		Decisions.											Appeals.				Pending on December 31, 1900.	
											Civil.		Criminal.									To Govt. Agent.		From G. A. to Governor in Executive Council.			
					Civil.	Criminal.	Civil.	Criminal.	Civil.	Criminal.	Money.	Land.	Breach of V. C. Rules.	Irrigation.	Vaccination	Assault.	Theft.	Malicious Injury.	Cattle Trespass.	Public Nuisance.	Maintenance.	Confirmed.	Set Aside.	Confirmed.	Set Aside.	Civil.	Criminal.
		Rs.		Rs.																								
Western Province.																												
Colombo.																												
Gampaha ...	John Abeyakoon, Mudaliyar	1,760	1 Clerk, 2 Peons, and 1 Sweeper ...	630	3	4	128	220	9	58	131	—	113	3	—	83	20	5	—	—	—	15	1	2	—	—	—
Kanuwana ...					4	7	133	286	14	42	130	—	129	1	—	100	25	10	—	—	—	8	2	1	—	7	28
Village Committee : Wattala ... Ambatalenpahala Kanuwana ...	J. Abesekara, Mudâliyar...	—	—	—	—	—	—	7	—	—	—	—	5	—	—	—	—	—	—	—	—	1	—	—	—	—	2
Hanwella ...	A. J. Seneviratne ...	1,650	1 Clerk, 2 Peons, and 1 Sweeper ...	600	6	8	224	329	12	2	220	—	127	1	—	95	72	20	1	—	—	38	7	5	—	10	21
Aturugiriya ...					—	7	155	369	7	2	146	—	119	2	—	120	98	24	2	—	—	37	18	6	1	9	11
Kaduwela ...					5	6	101	221	11	—	102	1	83	1	—	71	50	8	—	—	—	22	3	1	1	3	14
Gangodawila ...	D. D. H. Perera, Mudaliyar	1,760	1 Clerk and 2 Peons	540	—	1	199	798	54	296	199	—	314	—	—	293	156	36	—	—	—	37	2	7	1	—	—
Honnantara ...					1	1	310	429	88	180	311	—	159	—	—	110	125	36	—	—	—	31	2	4	—	—	—
Mahara ...	F. A. Wijeyesekara ...	—	1 Clerk and 2 Peons	540	3	3	144	385	44	121	142	5	160	4	—	105	115	4	—	—	—	15	2	2	—	—	—
Henaratgoda ...					15	11	229	524	48	196	239	5	227	5	—	148	153	2	—	—	—	21	2	—	—	—	—
Negombo.																												
Minuwangoda ... Katana ...	J. E. de Silva, Muhandiram	1,650	1 Clerk, 1 Messenger, and 1 Sweeper ...	504	—	2	403	655	35	138	371	—	198	13	—	184	173	52	10	—	—	29	5	4	—	32	27
					2	4	228	355	8	56	216	—	125	6	—	94	84	30	5	—	—	11	2	1	—	14	15
Village Committee : Hapitigam korale	L. A. Dasanayaka, Mudaliyar, Chairman	—	1 Clerk and 1 Peon ...	300	—	10	—	308	—	151	—	—	316	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Kalutara.																												
Village Committee : Kalutara ...	—	—	—	—	—	—	—	40	—	—	—	—	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Central Province.																												
Kandy.																												
Udunuwara ...	A. J. W. Marambe ...	1,452	1 Clerk at Rs. 240, 1 Peon at Rs. 120, and 1 Watcher at Rs. 30 per annum	390	—	19	335	647	35	149	286	49	499	—	—	78	45	22	22	—	—	17	4	—	—	—	—
Yatinuwara ...	Do. ...	360	1 Clerk at Rs. 240, 1 Peon at Rs. 120, and 1 Watcher at Rs. 30 per annum	390	—	—	316	565	31	87	304	12	70	—	—	408	27	30	23	—	—	28	4	1	—	—	7
Tumpane ...	Do. ...	—	1 Clerk at Rs. 120, 1 Peon at Rs. 60 and 1 Watcher at Rs. 30 per annum	210	—	—	146	303	69	223	103	43	197	—	—	50	36	4	14	—	—	9	2	—	—	—	2
Harispattu ...	L. B. Ranaraja ...	—	1 Clerk at Rs. 120, 1 Peon at Rs. 60 and 1 Watcher at Rs. 30 per annum	210	—	4	473	869	60	206	467	6	539	—	—	152	66	105	11	—	—	60	—	1	—	—	—
Pata Dumbara ...	L. B. Ranaraja ...	1,650	1 Clerk at Rs. 240, 1 Peon at Rs 120, 2 Peons at Rs. 90 each, and 1 Watcher at Rs. 36 per annum	576	—	—	699	1242	78	228	665	34	743	—	—	222	124	135	18	—	—	74	5	1	—	—	—

Districts.	Presidents.	Salaries.	Staff.	Cost of Staff per Annum.	Pending on January 1, 1900.		Instituted during 1900.		Amicable Settlements under Section 23.		Decisions.												Appeals.				Pending on December 31, 1900.	
											Civil.		Criminal.										To Govt. Agent.		From G.A. to Governor in Executive Council.			
					Civil.	Criminal.	Civil.	Criminal.	Civil.	Criminal.	Money.	Land.	Breach of V. C. Rules.	Irrigation.	Vaccination.	Assault.	Theft.	Malicious Injury.	Cattle Trespass.	Public Nuisance.	Maintenance.		Confirmed.	Set Aside.	Confirmed.	Set Aside.	Civil.	Criminal.
		Rs.		Rs.																								
Uda Dumbara ...	T. B. Rambukwela ...	240	1 Clerk at Rs. 240 and 1 Peon at Rs. 120 per annum	360	3	2	330	471	58	65	330	2	252	12	—	65	43	13	80	—	—		7	2	1	—	1	8
Pata Hewaheta ...	L. B. Yatawara ...	—	1 Clerk at Rs. 90 per annum ...	90	—	10	—	586	—	85	—	—	595	—	—	—	—	—	—	—	—		4	—	—	—	—	1
Udapalata ...	T. B. Yatawara ...	—	1 Clerk at Rs. 144 per annum ...	144	—	13	27	362	5	312	26	—	357	17	—	—	—	—	—	—	—		11	5	—	—	1	18
Uda Bulatgama ...	R. E. Paranagama ...	—	1 Clerk at Rs. 60 per annum ...	60	—	14	—	82	—	—	—	—	88	—	—	—	—	—	—	—	—		—	—	—	—	—	8
Matale.																												
Matale north ...	T. B. Tenne	1,320	1 Clerk at Rs. 240, 1 Peon at Rs. 150, 1 Watcher at Rs. 30, 2 Watchers at Rs. 18 each, and 2 Watchers at Rs. 12 each per annum	480	2	11	496	715	23	87	461	37	417	—	—	83	25	9	185	—	—		39	10	2	—	—	7
Matale east ...	T. B. Hulangamuwe ...	1,320	1 Clerk at Rs. 240, 1 Peon at Rs. 150, 4 Watchers at Rs. 12 each, and 1 Peon at Rs. 90 per annum	528	13	11	611	732	9	83	591	28	473	—	—	107	67	5	84	—	—		37	18	6	—	5	7
Matale south ...	M. Keppitipola ...	—	1 Clerk at Rs. 180 and 1 Peon at Rs. 90 per annum	270	—	13	—	417	—	101	—	—	420	—	—	—	—	—	—	—	—		5	1	—	—	—	10
Nuwara Eliya.																												
Uda Hewaheta ...	J. H. W. Andarawewa ...	720	1 Clerk and Bookbinder at Rs. 240, 2 Clerks at Rs. 180 each, 1 Peon at Rs. 180, and 1 Peon at Rs. 60 per annum	588	14	7	525	218	55	22	475	33	133	—	—	63	14	6	2	—	—		6	—	—	—	31	7
	Transport ...	600																										
	Compensation...	72																										
Walapane ...	Do. ...	—			23	9	390	208	26	25	346	40	95	—	—	77	36	3	—	—	—		13	5	—	—	27	6
Kotmale ...	W. P. Banda ...	200	1 Clerk at Rs. 180 per annum ...	180	—	—	41	143	12	76	41	—	94	—	—	26	17	6	—	—	—		3	2	—	—	—	—
NORTHERN PROVINCE.																												
Mullaittivu.																												
Vavuniya north, Vavuniya south, Panankamam, and Metkumulai	C. Chellaiyah ...	1,650	2 Clerks, 1 at Rs. 240 and 1 at Rs. 180, 1 Peon at Rs. 90	510	15	2	336	154	—	19	334	1	13	—	—	61	21	12	34	3	—		24	2	2	1	16	12
SOUTHERN PROVINCE.																												
Galle.																												
Bentota-Walallawiti korale	T. R. Sumanasekera ...	1,200*	1 Clerk and 2 Peons	570	27	67	925	677	142	187	940	1	331	—	—	206	90	53	53	—	—		103	11	25	3	11	11
Gangaboda and Hinidum pattus	T. Dunuwille	1,000† / — ‡	1 Clerk and 2 Peons	420	1 / 3	— / 4	181 / 48	200 / 207	4 / 2	29 / 30	179 / 44	—	93 / 168	—	—	39 / 16	25 / 13	14 / 10	26 / —	—	1 / —		38 / 2	1 / —	4 / —	— / —	3 / 7	2 / 4
Matara.																												
Weligam korale ...	G. E. de Silva Gooneratne...	1,210*	1 Clerk and 2 Peons	420	2	7	454	1079	65	58	449	6	580	—	—	305	165	25	9	—	—		123	21	34	2	1	2
Morowak korale ...	H. W. Alahakoon ...	924*	1 Clerk and 2 Peons	420	28	93	735	797	106	151	705	28	450	—	—	167	126	87	37	—	—		76	20	4	—	30	23
Gangaboda pattu ...	A. C. Goonetilleke ...	1,100§	1 Clerk and 2 Peons	480	289	628	383	1131	13	12	528	29	1128	—	—	165	129	32	68	—	—		107	11	10	—	115	237
Wellaboda pattu ...	N. A. Bandaranaike ...	1,200§	1 Clerk and 2 Peons	420	92	101	853	979	196	121	880	29	518	—	—	227	197	42	13	—	—		134	33	13	1	36	83
Hambantota.																												
Giruwa pattu west...	F. W. de Silva ...	1,300*	1 Clerk and 2 Peons	540	61	262	962	1609	71	85	965	—	1121	—	8	193	308	26	106	—	—		130	4	15	—	58	109

EASTERN PROVINCE.																														
Batticaloa.																														
Batticaloa north	...	Ebenezer Crowther	...	1,320	3 Clerks, 1 at Rs. 240, 1 at Rs. 180, and 1 at Rs. 120; 1 Messenger at Rs. 90; and 3 Watchers at Rs. 36 each per annum	738	5	7	1772	701	553	154	1758	2	342	—	—	214	101	21	11	—	—	6	8	—	—	17	19
Batticaloa south	...	Albert Kanagasapai	...	1,320	4 Clerks, 1 at Rs. 240, 1 at Rs. 180, 2 at Rs. 150 each; 2 Messengers at Rs. 120 each; 4 Watchers, 1 at Rs. 48, 1 at Rs. 36, 1 at Rs. 60, and 1 at Rs. 30 per annum	1,134	—	5	3185	1426	2221	580	3180	—	774	41	—	487	102	10	3	—	—	8	60	—	2	5	14
Bintenna	...	Tikiri Banda Mediwaka	...	—‖	—	—	—	—	27	54	—	—	27	—	21	5	—	14	8	1	1	—	—	—	—	—	—	—	4
Trincomalee.																														
Trincomalee	...	Venkidachchalacheddiyar Kanakasapai, Mudaliyar		1,100¶	2 Clerks, 1 at Rs. 240 and 1 at Rs. 180; 1 Messenger at Rs. 120 per annum	540	243	73	1819	690	532	326	1882	10	190	—	—	341	59	7	90	—	—	17	9	1	—	170	86
NORTH-WESTERN PROVINCE.																														
Kurunegala.																														
Wanni hatpattu	...	B. W. Ralapanawa	...	1,320	1 Clerk at Rs. 20; 2 Assistant Clerks at Rs. 15 each; 2 Messengers at Rs. 10 each; 2 Court-keepers, 1 at Rs. 5 and 1 at Rs. 2·50; 1 Ambalam-keeper at Rs. 2·50 per month	960	488	299	1602	1924	—	—	1828	47	1767	—	—	113	43	22	61	—	—	120	22	11	1	215	217
Dambadeni	do.	W. Jayatileka (Acting)	...	1,320	1 Clerk at Rs. 20, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month	540	49	50	960	580	4	3	924	24	198	—	—	83	187	24	97	—	—	18	10	1	—	61	41
Katugampola	do.	P. B. Dissanayaka	...	1,320	Do.	540	6	9	1124	1601	96	236	1111	13	862	—	—	220	323	46	151	—	—	26	1	—	—	6	8
Dewamedi	do.	A. B. Galagoda	...	1,320	1 Clerk at Rs. 20, 1 Assistant Clerk at Rs. 10, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month	660	19	21	1076	938	323	393	995	47	586	—	—	96	95	15	78	—	—	62	9	2	1	53	89
Hiriyala	do.	G. W. A. Bakmiwewa	...	1,320	1 Clerk at Rs. 20, 2 Messengers at Rs. 10 each, and 2 Court-keepers at Rs. 2·50 each per month	540	19	31	658	974	22	21	630	24	586	—	—	74	49	35	197	—	—	33	3	1	1	23	64
Weudawili hatpattu		L. Nugawela	...	1,320	Do.	540	16	26	526	674	49	209	476	29	385	—	—	127	123	16	28	—	—	34	3	—	—	37	21
Puttalam.																														
Demala hatpattu	...	R. A. H. Banda	...	1,320	2 Clerks at Rs. 15 each, 1 Messenger at Rs. 8, 2 Court-keepers at Rs. 2·50 each per month	516	82	47	278	369	51	33	335	5	243	—	—	49	16	4	59	—	—	6	—	—	—	20	45
NORTH-CENTRAL PROVINCE.																														
Nuwaragampalata	...	Ilangasingha Kalukumara Rajakaruna Hurulle Henerat Banda		1,650	1 Native Writer at Rs. 240, 1 Assistant Writer at Rs. 180, 1 Extra Writer at Rs. 180, 2 Messengers at Rs. 90 each, 2 Court-keepers at Rs. 48 each per annum	876	—	1	525	819	101	196	518	4	538	47	—	131	19	6	78	—	—	86	75	5	—	3	1
Hurulupalata	...	Kunchikulame Rajakaruna Kapuruhami Appuhami		1,650	1 Native Writer at Rs. 240, 1 Assistant Writer at Rs. 180, 3 Messengers at Rs. 90 each, and 3 Court-keepers at Rs. 48 each per annum	834	—	11	336	978	272	261	331	5	745	18	—	72	10	2	142	—	—	34	13	—	—	—	—
Kalagampalata	...	James Ebenezer Pohath Kehelpannala		1,650	1 Native Writer at Rs. 240, 1 Assistant Writer at Rs. 180, 2 Messengers at Rs. 90 each, 2 Court-keepers, 1 at Rs. 120 and 1 at Rs. 48 per annum	768	—	—	530	1043	148	155	515	15	781	14	—	88	10	7	143	—	—	76	81	2	—	—	—
Tamankadupalata	...	Gabriel Wijesinghe Jayawardene		858	1 Native Writer at Rs. 240; 2 Messengers at Rs. 90 each; 4 Court-keepers, 2 at Rs. 120 each, 1 at Rs. 60, and 1 at Rs. 36; 1 Gansabhawa Clerk in Kachcheri at Rs. 600; and 1 Assistant Clerk at Rs. 600 per annum	1,956	8	19	344	334	2	—	352	—	270	1	—	30	8	1	43	—	—	2	—	—	—	—	—

* And travelling allowance of Rs. 360.
† And travelling allowance of Rs. 240.
‡ And travelling allowance of Rs. 120.
§ And travelling allowance of Rs. 300.
‖ This officer receives a travelling allowance of Rs. 180 per annum.
¶ This officer receives a travelling allowance of Rs. 200 per annum.

Districts.	Presidents.	Salaries.	Staff.	Cost of Staff per Annum.	Pending on January 1, 1900.		Instituted during 1900.		Amicable Settlements under Section 23.		Decisions.											Appeals.				Pending on December 31, 1900.	
											Civil.		Criminal.									To Govt. Agent.		From G. A. to Governor in Executive Council.			
					Civil.	Criminal.	Civil.	Criminal.	Civil.	Criminal.	Money.	Land.	Breach of V. C. Rules.	Irrigation.	Vaccination.	Assault.	Theft.	Malicious Injury.	Cattle Trespass.	Public Nuisance.	Maintenance.	Confirmed.	Set Aside.	Confirmed.	Set Aside.	Civil.	Criminal.
Province of Uva.		Rs.		Rs.																								
Udukinda V. C. ...	D. W. M. Banda, Ratemahatmaya	—	1 Clerk at Rs. 10 per month ...	120	—	5	—	537	—	136	—	—	324	152	—	—	—	—	60	—	—	—	—	—	—	—	6
Yatikinda V. C. ...	T. B. Katugaha do. ...	—	1 Clerk at Rs. 12·50 per month ...	150	—	1	—	425	—	26	—	—	338	74	—	—	—	—	13	—	—	9	4	1	1	—	1
Wellassa V. T. ...	W. R. Bibile do. ...	—*	1 Clerk at Rs. 20, 2 Clerks at Rs. 2·50 each, and 2 Peons at Rs. 10 each per month	540	6	13	95	551	12	53	89	4	178	138	—	18	10	14	35	—	—	8	5	—	—	8	171
Wiyaluwa V. C. ...	T. B. Giragama do. ...	—	1 Clerk at Rs. 10 per month ...	120	—	19	—	119	—	45	—	—	61	55	—	—	—	—	20	—	—	2	2	—	2	—	2
Buttala V. T. ...	T. B. Katugaha do. ...	—*	1 Clerk at Rs. 20 and 1 Peon at Rs. 12 per month	384	4	14	15	89	5	32	11	8	55	36	—	—	2	—	10	—	—	—	1	—	—	—	—
Bintenna V. T. ...	A. A. Mediwaka do. ...	—†	1 Clerk at Rs. 20 and 1 Peon at Rs. 10 per month	360	1	4	71	167	25	50	71	1	102	8	—	16	12	17	15	—	1	—	3	—	—	—	—
Wellawaya V. C. ...	K. B. Kadurugamuwa do. ...	—	—	—	—	—	—	25	—	—	—	—	—	25	—	—	—	—	—	—	—	2	—	1	—	—	—
Province of Sabaragamuwa.																												
Ratnapura.																												
Kuruwiti korale V. T.	J. A. C. Rambukpota, President	1,650	1 Native Writer at Rs. 300, 1 Messenger at Rs. 120, 2 Court-keepers, 1 at Rs. 18 and 1 at Rs. 12 per annum	450	22	67	393	1070	—	—	401	1	989	—	—	33	45	—	16	—	1	32	8	2	—	13	53
Village Committee:																												
Kuruwiti korale...	T. B. Ekneligoda, Chairman	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nawadun korale...	F. T. Ellawala, do. ...	—	—	—	—	—	—	97	—	—	—	—	94	3	—	—	—	—	—	—	—	7	1	—	—	—	—
Atakalan korale...	A. F. Molamure, do. ...	—	—	—	—	—	—	4	—	—	—	—	3	—	—	—	—	—	1	—	—	—	—	—	—	—	—
Kadawata korale	S. D. Mahawalatenne, do. ...	—	—	—	—	25	—	94	—	4	—	—	64	11	—	—	—	—	15	—	—	11	—	—	—	—	29
Meda korale ...	Do. do. ...																											
Kolonna korale ...	J. W. Maduwanwala, do. ...	—	—	—	—	48	—	10	—	—	—	—	7	—	—	—	—	—	3	—	—	—	—	—	—	—	48
Kukulu korale ...	E. A. Elapata, do. ...	—	—	—	—	11	—	42	—	—	—	—	37	2	—	—	—	—	—	—	—	2	—	—	—	—	14
Kegalla.																												
Galboda and Kinigoda korales	Richard Ehaliagoda ...	1,650	1 Native Writer at Rs. 240, 1 Messenger at Rs. 96, 2 Court-keepers, 1 at Rs. 99 and 1 at Rs. 75 per annum	510	1	4	566	723	181	65	552	15	472	10	—	69	112	—	63	—	—	25	7	—	1	—	1
Three Korales and Lower Bulatgama	Loku Banda Nawaratna ...	1,650	1 Native Writer at Rs. 240, 1 Messenger at Rs. 105, and 1 Court-keeper at Rs. 60 per annum	405	1	—	381	465	58	96	257	124	185	4	—	196	56	—	24	—	—	27	8	1	—	1	—

* Wellassa and Buttala draw a travelling allowance of Rs. 480 per annum each.

† Bintenna draws a travelling allowance of Rs. 330 per annum.

RETURN OF REVENUE, 1900.

Districts.	Revenue from all Sources for 1900.	Average Revenue for Five Years.	Total Advances received up to end of 1900.	Indebtedness on account of Establishment at the end of 1900.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
WESTERN PROVINCE.				
Colombo.				
Gampaha ... ... Kanuwana ... ... Village Committees of Wattala, Ambatalenpahala, and Kanuwana ...	836 96	1,675 22	—	—
Hanwella ... ... Aturugiriya ... Kaduwela	1,804 99	1,349 53	—	—
Gangodawila ... Honnantara... ...	2,854 56	2,128 12	—	—
Mahara ... ... Henaratgoda ...	1,170 83	1,884 40	—	—
Negombo.				
Minuwangoda ... Katana	1,495 57	1,482 60	—	—
Village Committee of Hapitigam korale ...	628 25	887 37	—	—
Kalutara.				
Agalawatta ... Lewanduwa ... Matugama	—	—	—	—
CENTRAL PROVINCE.				
Kandy.				
Udunuwara ...	1,943 58	1,230 6	—	—
Yatinuwara ...	870 4	671 42	—	—
Tumpane	826 50	553 94	—	—
Harispattu	2,607 58	1,309 43	—	—
Pata Dumbara ...	1,169 24	1,639 15	—	—
Uda Dumbara ...	1,073 21	519 65	—	—
Pata Hewaheta ...	2,177 20	755 21	—	—
Udapalata	503 37	1,106 76	—	—
Uda Bulatgama ...	143 42	104 33	—	—
Matale.				
Matale north ...	1,497 80	1,265 3	—	—
Matale east ...	1,273 85	1,172 32	—	—
Matale south ...	360 10	471 99	—	—
Nuwara Eliya.				
Uda Hewaheta ...	2,116 90	1,684 82	191 61	—
Walapane	1,639 88	1,259 25		
Kotmale	2,210 60	1,930 53	—	—
NORTHERN PROVINCE.				
Mullaittivu.				
Vavuniya north, Vavuniya south, Panankamam, and Metkumulai ...	482 8	—*	—	—
SOUTHERN PROVINCE.				
Galle.				
Bentota-Walallawiti korale...	1,240 46	1,370 29	—	—
Gangaboda pattu ...	268 62	498 40	210 0	—
Hinidum pattu ...	88 25			
Matara.				
Weligam korale ...	2,463 61	2,340 0	—	—
Morowak korale ...	1,060 22	994 98	—	—
Gangaboda pattu ...	1,645 72	1,420 60	—	—
Wellaboda pattu ...	1,917 84	1,038 59	—	—
Hambantota.				
Giruwa pattu west ...	2,075 1	1,896 17	225 0	—
EASTERN PROVINCE.				
Batticaloa.				
Batticaloa north ...	935 75	779 90	—	—
Batticaloa south ...	1,715 27	987 97	—	—
Bintenna	88 0	21 9	—	—
Trincomalee.				
Trincomalee ...	1,105 94	1,431 75	—	—

* This Village Tribunal was established only in April, 1899.

Districts.	Revenue from all Sources for 1900. Rs. c.	Average Revenue for Five Years. Rs. c.	Total Advances received up to end of 1900. Rs. c.	Indebtedness on account of Establishment at the end of 1900. Rs. c.
NORTH-WESTERN PROVINCE.				
Kurunegala.				
Wanni hatpattu ...	13,610 42	5,835 88	—	—
Dambadeni hatpattu ...	6,339 35	2,543 48	—	—
Katugampola hatpattu ...	4,547 35	3,452 96	—	—
Dewamedi hatpattu ...	7,190 75	5,029 39	—	—
Hiriyala hatpattu ...	5,009 10	2,533 3	—	—
Weudawili hatpattu ...	4,189 53	2,527 81	—	—
Puttalam.				
Demala hatpattu ...	2,049 52	1,117 31	—	—
NORTH-CENTRAL PROVINCE.				
Nuwaragampalata ...	928 16	2,540 34	—	—
Hurulupalata ...	1,058 88	2,385 94	—	—
Kalagampalata ...	2,793 13	1,617 51	—	—
Tamankadupalata ...	3,567 19	3,992 9	—	—
PROVINCE OF UVA				
Udukinda V. C. ...	475 98	—	—	—
Yatikinda V. C. ...	1,121 37	—	—	—
Wellassa V. T. ...	2,026 89	—	—	—
Wiyaluwa V. C. ...	204 87	—	—	—
Buttala V. T. ...	469 0	—	—	—
Bintenna V. T. ...	1,102 45	—	—	—
Wellawaya V. C. ...	24 75	—	—	—
PROVINCE OF SABARAGAMUWA.				
Ratnapura.				
Kuruwiti Korale V. T. ...	743 49	304 41	—	—
Village Committee :				
Kuruwiti korale ...	521 25	902 1	—	—
Nawadun korale ...	1,419 81	1,269 21	—	—
Atakalan korale ...	490 92	321 63	—	—
Kadawata korale ...	313 39	357 13	—	—
Meda korale ...	1,439 39	994 56	—	—
Kolonna korale ...	713 46	902 49	—	—
Kukulu korale ...	334 50	399 60	—	—
Kegalla.				
Galboda and Kinigoda korales	5,830 12	2,447 57*	—	—
Three Korales and Lower Bulatgama ...	4,492 74	2,455 61*	—	—

* Includes Village Community tax collections.

XLI.—1901.

OPIUM SHOPS.

AMENDED RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON dated July 31, 1901, for—

A List of the Licensed Shops in Towns and Villages where Opium is sold throughout the Island in 1891, 1896, and 1901.

(The Hon. Mr. S. C. Obeyesekere.)

[To be substituted for XXVIII. of 1901.]

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

OPIUM SHOPS.

LIST of the Licensed Shops in Towns and Villages where Opium is sold throughout the Island in 1891, 1896, and 1901.

Province.	District.	Year.	No. of Shops in Town.	Date when Opened.	Year.	No. of Shops in Villages.	Date when Opened.
1. Western ...	Colombo	1891	4*	3 in 1891 and 1 in 1890	1891	10	5 in 1877, 2 in 1883, 1 in 1885, 1 in 1887, and 1 in 1891
		1896	5†	1 in 1890, 2 in 1891, and 2 in 1892	1896	7	4 in 1877, 1 in 1885, and 2 in 1887
		1901	4	1 in 1890, 1 in 1891, 1 in 1898, and 1 in 1901	1901	5	2 in 1877, 1 in 1885, 1 in 1887, and 1 in 1897
	Kalutara ...	1891	3	1 in 1877, 1 in 1878, and 1 in 1890	1891	2	1 in 1878 and 1 in 1888
		1896	3	1 in 1877, 1 in 1878, and 1 not known	1896	2	do.
		1901	2	1 in 1877 and 1 in 1878	1901	2	do.
	Negombo ...	1891	1	Date not known ...	1891	—	—
		1896	1	In January, 1896 ...	1896	—	—
		1901	2	1 in 1897 and 1 in 1901	1901	2	2 in 1897
2. Central ...	Kandy ...	1891	5	In February, 1868 ...	1891	6	2 in 1874, 1 in 1884, 1 in 1885, and 2 in 1890
		1896	4	—	1896	6	1 in 1874, 1 in 1893, 1 in 1894, 1 in 1895, and 2 dates unknown
		1901	4	—	1901	5	In 1901
	Matale ...	1891	2	Date not known ...	1891	—	—
		1896	1	do. ...	1896	—	—
		1901	1	do. ...	1901	—	—
	Nuwara Eliya	1891	1	In 1879 ...	1891	—	—
		1896	1	In 1879 ...	1896	—	—
		1901	1	—	1901	—	—
3. Northern ...	Jaffna ...	1891	—	—	—	—	—
		1896	1	In 1896 ...	—	—	—
		1901	1	In 1901 ...	—	—	—
	Mannar and Mullaittivu	—	—	—	—	—	—
4. Southern ...	Galle ...	1891	5	In 1868 and 1891 ...	1891	4	4 in 1891
		1896	2	do. ...	1896	2	In 1896
		1901	2	do. ...	1901	2	In 1901
	Matara ...	1891	2	In 1872 ...	1891	1	In 1891
		1896	2	do. ...	1896	1	In 1896
		1901	2	do. ...	1901	1	In 1901
	Hambantota	1891	3	Date not known ...	1891	—	—
		1896	3	do. ...	1896	—	—
		1901	2	do. ...	1901	—	—
5. Eastern ...	Batticaloa	1891	—	—	1891	—	—
		1896	1	In 1896 ...	1896	—	—
		1901	1	—	1901	1	In 1901
	Trincomalee	1891	—	—	1891	—	—
		1896	—	—	1896	—	—
		1901	1	In 1898 ...	1901	—	—
6. North-Western	Kurunegala	1891	4	In 1871 ...	1891	3	1 in 1881, 1 in 1883, and 1 in 1886
		1896	1	In 1872 ...	1896	2	In 1887
		1901	1	do. ...	1901	5	1 in 1886 and 4 in 1899
	Puttalam ...	1891	2	1 in 1878 and 1 in 1888	1891	—	—
		1896	1	In 1888 ...	1896	—	—
		1901	1	In 1897 ...	1901	—	—
	Chilaw ...	1891	2	1 in 1850 and 1 in 1888	1891	1	In 1885
		1896	2	do. ...	1896	4	1 in 1885, 1 in 1893, and 2 in 1894
		1901	2	do. ...	1901	4	do.
7. North-Central	Anuradhapura	1891	1	In 1891 ...	—	—	—
		1896	2	In 1896 ...	—	—	—
		1901	1	In 1901 ...	—	—	—
8. Uva ...	Badulla ...	1891	2	In 1876 ...	1891	2	1 in 1876 and 1 in 1889
		1896	1	do. ...	1896	2	1 in 1889 and 1 in 1894
		1901	1	do. ...	1901	3	1 in 1889, 1 in 1894, and 1 in 1899
9. Sabaragamuwa	Ratnapura	1891	2	In 1877 ...	1891	1	In 1886
		1896	1	do. ...	1896	2	1 in 1886 and 1 in 1892
		1901	1	do. ...	1901	4	1 in 1886, 1 in 1892, and 2 in 1898
	Kegalla ...	1891	1	In 1891 ...	1891	1	In 1891
		1896	1	do. ...	1896	2	1 in 1891 and 1 in 1896
		1901	1	do. ...	1901	4	1 in 1891, 1 in 1896, and 2 in 1901

* These are for retail and wholesale.

† Of these 4 are for wholesale.

XLII.—1901.

SUPPLEMENTARY SUPPLY BILL, 1901.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the Year 1901."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

EXTRACT from the Minutes of the Legislative Council dated November 13, 1901.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1901":—

The Hon. Mr. R. W. IEVERS, Acting Colonial Secretary.
The Hon. Mr. F. R. ELLIS, C.M.G., Acting Auditor-General.
The Hon. Mr. C. A. MURRAY, Acting Treasurer.
The Hon. Mr. F. A. COOPER, C.M.G., Director of Public Works.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. W. G. ROCKWOOD, M.D.,
The Hon. Mr. S. C. OBEYESEKERE,
The Hon. Mr. W. H. FIGG,
} Unofficial Members.

SUPPLEMENTARY SUPPLY BILL, 1901.

THE Sub-Committee having considered the various provisions of the Bill, and having heard the explanations thereon of the Acting Colonial Secretary, recommend that the Draft Ordinance be passed, with some alterations and additions made at the instance of the Acting Colonial Secretary.

The Sub-Committee views with concern the large supplementary provision asked for in connection with the Supreme Court, and would suggest inquiry, more particularly as to the expenditure on "Circuit and other expenses," in order, if possible, to provide a remedy.

The Sub-Committee observes that in the Medical Department there is an increase of Rs. 13,000 for travelling expenses of medical officers over the expenditure of last year, an increase of over 40 per cent. This increase seems to indicate the necessity of inquiry. It would appear that the expenditure on moving medical officers from their stations is one considerable item in the expenditure.

Regarding the refunds of contributions to the Widows' and Orphans' Pension Fund, the Sub-Committee understands that these refunds will cease with the termination of the service of officers who have been temporarily employed under an agreement to contribute. The Government has now ceased to insert this provision in the agreements made in England.

A list of the additions and reductions made at the instance of the Acting Colonial Secretary is hereto appended.

R. W. IEVERS.
FRAS. R. ELLIS.
C. A. MURRAY.
FRANCIS A. COOPER.
J. N. CAMPBELL.
W. G. ROCKWOOD, M.D.
S. C. OBEYESEKERE.
W. HENRY FIGG.

Legislative Council Chamber,
Colombo, November 20, 1901.

LIST OF ADDITIONS AND REDUCTIONS.

	Additions. Rs. c.	Reductions. Rs. c.
7.—PROVINCIAL ADMINISTRATION.		
Agent, Central Province.		
Travelling allowance to clerks	500 0	—
10.—PORT AND MARINE DEPARTMENT, COLOMBO.		
Salary of coxswains and boatswains	—	1,000 0
14.—LEGAL DEPARTMENTS.		
Supreme Court.		
Salary of Commissioner of Assize	1,675 0	—
Circuit and other expenses of the Supreme Court ...	14,000 0	—
Typewriters	33 33	—
District Courts.		
Mannar.		
Transport	135 0	—
Carried over ...	16,343 33	1,000 0

	Additions. Rs. c.	Reductions. Rs. c.
Brought forward ...	16,343 33	1,000 0
23.—MILITARY EXPENDITURE.		
Expenses connected with the Ceylon Contingent, South African War	416 50 ...	—
Balance of Military Contribution, 1900	164,928 16 ...	—
28.—POST OFFICE.		
Jaffna-Anuradhapura, Wattegama-Madulkele, and Balangoda-Haldummulla extensions	6,550 0 ...	—
32.—PUBLIC WORKS EXTRAORDINARY.		
Alterations and Additions to Buildings.		
Northern Province.		
Improvements to Jaffna jail	92 80 ...	—
Witness shed, District Court, Jaffna	23 20 ...	—
Miscellaneous.		
Eastern Province.		
Sinking four wells on the South Coast road, Kalmunai District	1,000 0 ...	—
	189,353 99	1,000 0
Deduct Reductions ...	1,000 0	
Net Increase ...	188,353 99	

XLIII.—1901.

TRUSTEE INVESTMENT BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities."

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

EXTRACT from the Minutes of the Legislative Council dated November 6, 1901.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance to facilitate the Investment of Trust and other Funds in the United Kingdom in Ceylon Government Securities" :—

The Hon. Mr. C. P. LAYARD, Attorney-General.
The Hon. Mr. C. A. MURRAY, Acting Treasurer.
The Hon. Mr. W. H. JACKSON, Principal Collector of Customs.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. S. C. OBEYESEKERE, } Unofficial Members.
The Hon. Mr. F. C. LOOS,

TRUSTEE INVESTMENT BILL.

THE Sub-Committee having read the Circular Despatch of the Secretary of State dated the 7th September, 1901, forwarding the draft of this Bill, which embodies the conditions prescribed by the Lords Commissioners of His Majesty's Treasury by virtue of the powers bestowed upon them by section 2 of "The Colonial Stock Act, 1900" (63 and 64 Vict., c. 62), approves of the terms of the Bill.

Legislative Council Chamber,
Colombo, November 20, 1901.

C. P. LAYARD.
C. A. MURRAY.
W. H. JACKSON.
J. N. CAMPBELL.
S. C. OBEYESEKERE.
F. C. LOOS.

XLIV.—1901.

INTERPRETATION BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes."

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

EXTRACT from the Minutes of the Legislative Council dated November 6, 1901.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance for defining the meaning of certain terms and for shortening the Language used in Ordinances and other Written Laws and for other purposes" :—

The Hon. Mr. C. P. LAYARD, Attorney-General.
The Hon. Mr. C. A. MURRAY, Acting Treasurer.
The Hon. Mr. W. H. JACKSON, Principal Collector of Customs.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. S. C. OBEYESEKERE, } Unofficial Members.
The Hon. Mr. F. C. LOOS,

INTERPRETATION BILL.

THE Sub-Committee approves of the measure, subject to the following amendments:—

(*a*) The omission of the words "and shall include regulation" in sub-section 13 of clause 3; and

(*b*) The insertion of the word "King" in lieu of the word "Queen" in sub-section 24 of clause 3.

C. P. LAYARD.
C. A. MURRAY.
W. H. JACKSON.
J. N. CAMPBELL.
S. C. OBEYESEKERE.
F. C. LOOS.

Legislative Council Chamber,
Colombo, November 20, 1901.

XLV.—1901.

THE KELANI VALLEY RAILWAY.

REVISED ESTIMATE

OF THE

RAILWAY FROM MARADANA JUNCTION TO YATIYANTOTA.

By J. PHILLIMORE,

Chief Resident Engineer.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 25 cents.

1901.

THE KELANI VALLEY RAILWAY.

The CHIEF RESIDENT ENGINEER, Kelani Valley Railway, to the Hon. the COLONIAL SECRETARY.

No. 174.

Kelani Valley Railway,
Colombo, October 28, 1901.

Revised Estimate.

SIR,—REFERRING to my letter No. 82 of 24th May, 1901, I have the honour to submit an abstract and details of a revised estimate, showing the probable total cost of the construction of the Kelani Valley Railway from Maradana Junction to Yatiyantota Terminus. The figures in the revised estimate are based on the actual cost of the work carried out up to date, the work remaining to be done being calculated at average rates.

2. I have shown the abstract of the revised estimate and the abstract of the sanctioned estimate in parallel columns, so that the amounts of the items in each estimate can be readily compared.

3. The length of the line having been increased from 46 miles 48 chains to 48 miles 40 chains, the amounts under the different heads will for this reason be augmented. I have in the abstracts of the sanctioned estimate and the revised estimate inserted columns showing the rates per mile of railway for each head of work.

4. The following remarks are lettered in accordance with the different heads in the estimate :—

SCHEDULE NO. 1.

A, *Felling Trees and Clearing Land.*—The amount according to the sanctioned estimate is Rs. 9,320, giving a rate of Rs. 200 per mile ; the amount according to the revised estimate is Rs. 17,604, giving a rate of Rs. 363 per mile, being an excess of 80 per cent. over the rate according to the sanctioned estimate. The amount allowed in the sanctioned estimate was inadequate.

B, *Earthwork.*—The amount according to the sanctioned estimate is Rs. 435,369, giving a rate of Rs. 9,343 per mile ; the amount according to the revised estimate is Rs. 535,993, giving a rate of Rs. 11,051 per mile, being an excess of 18 per cent. over the rate according to the sanctioned estimate. This excess is chiefly due to the much larger proportion of rock and hard soil actually met with in cuttings than had been estimated. Besides this, the heights of some of the banks have been raised in order to keep the formation above flood level, and the proportion of rock in the last two miles, *i.e.*, on the portion forming the extension of the Railway, is heavier than the average proportion of rock on the 46½ miles of the original line, the average rate per mile of the earthwork of the whole line being consequently increased.

C, *Bridges.*—The amount according to the sanctioned estimate is Rs. 403,300, giving a rate of Rs. 8,655 per mile ; the amount according to the revised estimate is Rs. 578,377, giving a rate of Rs. 11,925 per mile, being an excess of 38 per cent. over the rate according to the sanctioned estimate. It has been found necessary to increase the number of bridges. In the sanctioned estimate forty-two bridges have been allowed for the whole length of line, 46 miles 48 chains ; on the line as built fifty-nine bridges have been allowed for the whole length of line, 48 miles 40 chains. In certain bridges the foundations have been taken to considerably greater depth than shown on the drawings; in some cases the formation level of the railway has been raised to allow for floods, thus increasing the height of the bridges and adding to their cost ; the width of the abutments of several bridges had to be increased to suit the arrangement of the girders, and the longitudinal timbers necessary at many of the bridges were not provided for in the sanctioned estimate.

The reserve quantities allowed in the sanctioned estimate, amounting to Rs. 19,000, are inadequate to cover the omissions noted above, and allowance has not been made in the sanctioned estimate for the cost of timbering foundations, baling out and pumping water from foundations, plant, temporary works, and supervision, all of which items amount to a considerable sum on bridges of any magnitude. Besides this, the average cost per mile of the bridges on the last 2 miles, *i.e.*, on the portion forming the extension of the Railway, is heavier than the average cost per mile of the bridges throughout the line, thus increasing the average rate per mile of the whole line ; the estimated cost of the bridges on the extension, excluding the road bridge over the Kelani river, amounts to Rs. 31,719 per mile, as against Rs. 8,655, the rate per mile of the bridges for the whole line, according to the sanctioned estimate.

The most important differences between the revised and the sanctioned estimates occur at the following bridges :—

1|14 ft. Arch at 0 miles 0 chains 0 links.—Excess of revised over sanctioned estimate Rs. 1,725. The plan showed the main line bridge to be widened 10 ft. 6 in. ; it has, however, been necessary to widen the main line bridge 36 ft.

1|30 ft. Bridge at 0 miles 69 chains 50 links.—Cost as per revised estimate Rs. 6,904. This was designed as a 10 ft. culvert, but much trouble being experienced in sinking foundations, owing to water and timber met with, the site of the bridge was altered and a 30 ft. bridge substituted, on pier abutments, without wing walls, built on wooden wellcurbs, the foundations being taken 17 ft. deeper than shown on the drawing.

Kirillapane Bridge, one span of 100 ft. and one span of 60 ft., at 3 miles 71 chains 85 links.—Excess of revised over sanctioned estimate Rs. 26,624. The excess noted is the excess over the joint amounts allowed in the sanctioned estimate for the 100 ft. span at 3 miles 71 chains 85 links, and the 60 ft. span at 3 miles 78 chains 58 links; these two spans have now been used for the Kirillapane bridge. The drawings showed an average depth of foundation of 6 ft., the bridges to be built on open foundations; the Kirillapane bridge has been founded on cast iron cylinders, sunk to an average depth of 37 ft. below ground.

1/30 ft. Bridge at 13 miles 31 chains 50 links; 1/15 ft. Bridge at 14 miles 10 chains 50 links; 1/15 ft. Bridge at 16 miles 33 chains 0 links; 1/20 ft. Bridge at 18 miles 54 chains 0 links; 1/20 ft. Bridge at 20 miles 62 chains 50 links.—At these mileages culverts were allowed in the sanctioned estimate; the total cost of the bridges according to the revised estimate amounts to Rs. 14,159.

1/20 ft. Bridge at 21 miles 15 chains 50 links.—Cost as per revised estimate Rs. 4,276. In the sanctioned estimate no opening was allowed.

1/15 ft. Bridge at 22 miles 42 chains 0 links.—Cost as per revised estimate Rs. 1,977. In the sanctioned estimate no opening was allowed.

1/20 ft. Bridge at 23 miles 50 chains 0 links; 1/15 ft. Bridge at 26 miles 19 chains 50 links.—At these mileages culverts were allowed in the sanctioned estimate. The cost of the two bridges according to the revised estimate amounts to Rs. 4,013.

1/15 ft. Bridge at 27 miles 79 chains 0 links.—Cost as per revised estimate Rs. 3,100. In the sanctioned estimate no opening was allowed.

1/20 ft. Bridge at 30 miles 3 chains 50 links.—Cost as per revised estimate Rs. 5,406. In the sanctioned estimate no opening was allowed.

1/40 ft. Bridge at 35 miles 51 chains 0 links.—Excess of revised over sanctioned estimate Rs. 2,073. The formation at this place has been raised 3 ft.

1/30 ft. Bridge at 36 miles 47 chains 0 links.—Excess of revised over sanctioned estimate Rs. 1,780. The formation has been raised 1 ft., and the foundations have been taken 4 ft. deeper than shown on the drawing.

Sitawaka Bridge at 37 miles 73 chains, four spans of 75 ft.—Excess of revised over sanctioned estimate Rs. 31,945. According to the sanctioned estimate this bridge was to be of two spans of 150 ft., with open foundations from 3 to 4 ft. below the ground. The bridge now being built consists of four spans of 75 ft., the west abutment being on open foundations, and the remaining four piers being founded on wells with wrought iron wellcurbs, estimated to be sunk an average depth of 28 ft. below ground. The cost of the steel work for the four spans of 75 ft. will be less than that of the steel work for the two spans of 150 ft. originally designed.

1/20 ft. Bridge at 38 miles 16 chains 0 links.—Cost as per revised estimate Rs. 6,176. In the sanctioned estimate no opening was allowed.

Sitawaka Flood Outlet at 38 miles 32 chains, one span of 100 ft.—Excess of revised over sanctioned estimate Rs. 10,730. According to the sanctioned estimate this bridge was to consist of two spans of 60 ft. with open foundations from 6 to 7 ft. below the ground. The bridge as now designed consists of one span of 100 ft., without wing walls, founded on wells with wrought iron wellcurbs estimated to be sunk 25 ft. below ground.

1/20 ft. Bridge at 38 miles 34 chains 0 links.—Cost as per revised estimate Rs. 5,676. In the sanctioned estimate no opening was allowed.

1/15 ft. Bridge at 38 miles 55 chains 0 links.—Cost as per revised estimate Rs. 2,912. In the sanctioned estimate a 2 ft. 6 in. culvert was allowed.

1/30 ft. Bridge at 39 miles 61 chains 0 links.—Excess of revised over sanctioned estimate Rs. 1,384. The span of this bridge has been altered from 40 ft. to 30 ft.; the excess is due to formation having been raised 3 ft.

	Spans as per sanctioned Estimate.
1/15 ft. bridge at 40 miles 55 chains 50 links	1/20 ft.
1/15 ft. bridge at 40 miles 68 chains 70 links	1/20 ft.
2/20 ft. bridge at 43 miles 71 chains 0 links	1/40 ft.

In the sanctioned estimate the quantities for these bridges were erroneously taken from a type, the height of bank according to the type being taken as 10 ft. 6 in., whereas the height of bank at these bridges averaged 22 ft. In addition to this the formation has since been raised 2 ft. The excess of the revised estimate over the sanctioned estimate for these three bridges amounts to Rs. 9,709.

As previously stated the cost of the bridges on the last 2 miles forming the extension of the railway is very heavy; this is due to the proximity of the line to the Kelani river, and consequent crossing of a large number of water-courses discharging into the river, and to the height of bank necessary to keep the line above flood level, necessitating high abutments and long wing walls.

Road Bridge over Kelani River, 3 spans of 100 ft.—The spans according to the sanctioned estimate consisted of two spans of 150 ft. and two spans of 60 ft. According to the revised estimate there will be an excess of Rs. 13,025. There will, however, be a considerable saving in the steelwork of this bridge.

D, *Culverts.*—The amount according to the sanctioned estimate is Rs. 233,667, giving a rate of Rs. 5,014 per mile; the amount according to the revised estimate is Rs. 271,711, giving a rate of Rs. 5,602 per mile, being an excess of 11 per cent. over the rate according to the sanctioned estimate; this is accounted for by the fact that the foundations of all culverts have been built in cement masonry instead of masonry in lime.

E and F, *Permanent Way and Switches and Crossings.*—This item includes the laying of permanent way and switches and crossings and ballast, but not the cost of steel rails and fastenings, switches and crossings and sleepers, which is provided for in Schedule No. 2. The amount according

to the sanctioned estimate is Rs. 190,472, giving a rate of Rs. 4,087 per mile ; the amount according to the revised estimate is Rs. 216,798, giving a rate of Rs. 4,470 per mile, being an excess of 9 per cent. over the rate according to the sanctioned estimate. It is considered that the rate in the sanctioned estimate is insufficient ; the actual cost of laying the permanent way of the Matara Railway was Rs. 6,610 per mile.

G, *Level Crossings* ; *and* H, *Metalling and Gravelling Roads.*—The rates per mile given in the sanctioned estimate have been adhered to in the revised estimate.

I, *Stations.*—The amount according to the sanctioned estimate is Rs. 274,585, giving a rate of Rs. 5,892 per mile ; the amount according to the revised estimate is Rs. 321,100, giving a rate of Rs. 6,621 per mile, being an excess of 12 per cent. over the rate according to the sanctioned estimate.

This excess is made up roughly as follows :—

	Rs.
Maradana Junction	19,600
Extra foundations at Avisawella, Dehiowita, and Yatiyantota ...	7,000
Extra station at Karawanella	20,000

At Maradana Junction the excess is due chiefly to the following items :—

Goods Shed.—Excess Rs. 10,000 made up as follows :—Extra foundations Rs. 6,000, excess on roof Rs. 2,000, excess on doors Rs. 2,000. Owing to very strong representations on the part of the Traffic Department of the Ceylon Government Railway, the site of the goods shed was altered, and it became necessary to sink the foundations to an average depth of 14 ft. below floor level. There is no doubt that the very great improvement effected in the traffic arrangements of the station yard amply justifies the additional cost of Rs. 6,000, due to the alteration in the site of the goods shed. The roof and sliding doors have been under-estimated in the sanctioned estimate. For the roof 22 B.W.G. corrugated iron was allowed in the sanctioned estimate; but 18 B.W.G. has actually been used.

A *plumbago shed* has been provided at a cost of Rs. 5,000 ; in the sanctioned estimate a plumbago platform only was allowed at a rate of Rs. 100.

On the *engine shed* there is an excess of Rs. 1,000, due chiefly to the roof having been under-estimated.

At the *carriage and repairing shed* there is an excess of Rs. 2,000, due partly to the roof having been under-estimated, and partly to the provision of ash pits, or carriage examining pits, which had not been allowed for in the sanctioned estimate, but which are considered by the Locomotive Department to be necessary.

On the items *coal stage and coal crane* there is an excess of Rs. 750 ; it is considered that these items were priced too low in the sanctioned estimate.

For the necessary *piping* to form a connection with the water main there will be an excess of Rs. 500 ; a sum of only Rs. 45 was allowed in the sanctioned estimate for this item.

A *platform weighing machine* has been allowed in the revised estimate for this station (and for all other stations) at a rate of Rs. 200 ; this had not been provided in the sanctioned estimate.

J, *Miscellaneous Works.*—This item is for Platelayers' lines and a residence for Platelaying Foreman, and the rate per mile given in the sanctioned estimate has been adhered to in the revised estimate.

K, *Contingencies.*—The amount according to the sanctioned estimate is Rs. 160,918, giving a rate of Rs. 3,453 per mile ; the amount according to the revised estimate is Rs. 200,662, giving a rate of Rs. 4,137 per mile, being an excess of 20 per cent. over the rate according to the sanctioned estimate. With the information now available, 5 per cent. on the total of the schedule would probably have been sufficient to allow in the revised estimate, but in the actual cost of the different heads of work, on which the revised estimate has been based, General Charges and General Stores have not been taken into account, so that the full amount of Contingencies, viz., 10 per cent., should be allowed. It has been assumed that all plant and stores, not used up on the construction of this Railway, will either be transferred to the construction of some other Railway, or taken over by Government pending further extensions, and that in either case the value of the same will be credited to this Railway.

The total of *Schedule No. 1* according to the sanctioned estimate is Rs. 1,770,098, giving a rate of Rs. 37,985 per mile ; the total of *Schedule No. 1* according to the revised estimate is Rs. 2,207,283, giving a rate of Rs. 45,511 per mile, being an excess of 20 per cent. over the rate according to the sanctioned estimate.

SCHEDULE NO. 2.

L, *Electric Telegraph.*—The amount according to the sanctioned estimate is Rs. 23,300, giving a rate of Rs. 500 per mile ; the amount according to the revised estimate is Rs. 41,022, giving a rate of Rs. 846 per mile, being an excess of 69 per cent. over the rate according to the sanctioned estimate. The revised estimate has been furnished by the Postmaster-General, having been prepared by the Superintendent of Telegraphs.

M, *Land and Compensation.*—The amount according to the sanctioned estimate is Rs. 233,000, giving a rate of Rs. 5,000 per mile ; the amount according to the revised estimate is Rs. 350,613, giving a rate of Rs. 7,229 per mile, being an excess of 45 per cent. over the rate according to the sanctioned estimate.

N, *Engineering and Administration.*—The amount according to the sanctioned estimate is Rs. 150,000, giving a rate of Rs. 3,219 per mile ; the amount according to the revised estimate is Rs. 244,883, giving a rate of Rs. 5,049 per mile, being an excess of 57 per cent. over the rate according to the sanctioned estimate. It should be noted that the amount of Rs. 244,883 includes the amount of Rs. 109,798 for preliminary expenses prior to the commencement of the construction of the Railway, and that the amount now estimated for Engineering and Administration since the commencement of the construction of the Railway is Rs. 135,085, giving a rate of Rs. 2,785 per mile, being a saving of 13 per cent. on the rate according to the sanctioned estimate.

O, *Steel in Bridge Girders and Cast Iron in Bed Plates.*—The amount according to the sanctioned estimate is Rs. 210,108, giving a rate of Rs. 4,509 per mile ; the amount according to the revised estimate is Rs. 214,721, giving a rate of Rs. 4,427 per mile, being a saving of 2 per cent. on

the rate according to the sanctioned estimate. The rate allowed in the sanctioned estimate for steel in bridge girders and cast iron in bed plates was £14. 10*s.*, and this has been the actual average cost f. o. b. of the steel girders received up to the end of September, 1901.

The saving is partly due to the reduction in the spans of the Sitawaka bridge and of the Kelani river road bridge, and would have been greater, but for the number of girder bridges allowed in the revised estimate exceeding the number in the sanctioned estimate.

O*a*, *Wrought and Cast Iron in Well Curbs and Cylinders.*—The cost according to the revised estimate is Rs. 32,701, giving a rate of Rs. 674 per mile. In the sanctioned estimate nothing was allowed under this head.

O*b*, *Steel in Culvert Girders.*—The amount according to the sanctioned estimate is Rs. 13,041, giving a rate of Rs. 279 per mile ; the amount according to the revised estimate is Rs. 18,741, giving a rate of Rs. 386 per mile, being an excess of 38 per cent. over the rate according to the sanctioned estimate. The excess is chiefly due to the rate for culvert girders in the sanctioned estimate having been taken as £14. 10*s.* per ton, whereas the average cost of the culvert girders received in this country up to the end of September, 1901, has been £19 per ton, which rate has been adopted for the purposes of the revised estimate. The reason for the average rate of culvert girders being greater than the average rate of bridge girders is that most of the culvert girders (received up to the end of September, 1901) were sent out in May, 1900, when the price of steel was high. If the price of steel continues to fall, the excess shown in the revised estimate should be considerably reduced.

P, *Permanent Way Steel Rails.*—The amount according to the sanctioned estimate is Rs. 468,528, giving a rate of Rs. 10,054 per mile ; the amount according to the revised estimate is Rs. 440,947, giving a rate of Rs. 9,092 per mile, being a saving of 10 per cent. on the rate according to the sanctioned estimate.

The actual average cost of the steel rails amounts to £6. 10*s.* per ton and the freight £1 per ton ; the rates allowed in the sanctioned estimate were : cost of steel rails £7 per ton, freight £1. 10*s.* per ton. There has thus been a saving of £1 per ton on the cost of steel rails landed in Colombo.

Q, *Permanent Way Fastenings.*—The amount according to the sanctioned estimate is Rs. 76,050, giving a rate of Rs. 1,632 per mile ; the amount according to the revised estimate is Rs. 106,966, giving a rate of Rs. 2,205 per mile, being an excess of 35 per cent. over the rate according to the sanctioned estimate. The rate per ton allowed in the sanctioned estimate was £14 ; the following are the actual average prices paid for the different fastenings per ton :—

	£	*s.*	*d.*
Fish plates	8	10	0
Fish bolts	18	0	0
Spikes	16	10	0
Holding down bolts	30	0	0

R, *Switches and Crossings.*—The amount according to the sanctioned estimate is Rs. 29,106 giving a rate of Rs. 625 per mile ; the amount according to the revised estimate is Rs. 28,647, giving a rate of Rs. 591 per mile, being a saving of 5 per cent. on the rate according to the sanctioned estimate. The rate allowed in the sanctioned estimate for each set of switches and crossings was £27, and the number 66 ; the actual cost of the switches and crossings has been £21 per set, and the number allowed in the revised estimate is 81.

S, *Sleepers.*—The amount according to the sanctioned estimate is Rs. 230,670, giving a rate of Rs. 4,950 per mile ; the amount according to the revised estimate is Rs. 260,365, giving a rate of Rs. 5,368 per mile, being an excess of 8 per cent. over the rate according to the sanctioned estimate. The rate per sleeper, including transport to Maradana Junction, was taken in the sanctioned estimate at Rs. 2·33 each. The actual cost has been for the first 40,000 sleepers delivered in ships' slings, 2*s.* 9½*d.* each, and for the next 20,000, 3*s.* 3*d.* each, which rate has also been allowed in the revised estimate for the remaining 44,000 sleepers still to be delivered. The average cost of a sleeper delivered at Maradana Junction amounts to Rs. 2·47.

In addition, 650 teak crossing sleepers have been allowed in the revised estimate at Rs. 6 each.

T, *Rolling Stock.*—The amount according to the sanctioned estimate is Rs. 625,000, giving a rate of Rs. 13,412 per mile ; the amount according to the revised estimate is Rs. 644,500, giving a rate of Rs. 13,289. Although the amount in the revised estimate is greater than that in the sanctioned estimate, the rate per mile in the revised estimate is slightly less than the rate per mile in the sanctioned estimate, owing to the greater mileage allowed in the revised estimate.

U, *Contingencies.*—The amount according to the sanctioned estimate is Rs. 205,880, giving a rate of Rs. 4,418 per mile ; the amount according to the revised estimate is Rs. 238,411, giving a rate of Rs. 4,916 per mile, being an excess of 11 per cent. over the rate according to the sanctioned estimate. With the information now available, 5 per cent. on the total of the schedule would probably be sufficient to allow in the revised estimate ; it has, however, been considered safer to retain the same percentage, 10 per cent., as allowed in the sanctioned estimate.

The total of *Schedule No. 2* according to the sanctioned estimate amounts to Rs. 2,264,683, giving a rate of Rs. 48,598 per mile ; the total of *Schedule No. 2* according to the revised estimate amounts to Rs. 2,622,517, giving a rate of Rs. 54,072 per mile, being an excess of 11 per cent. over the rate according to the sanctioned estimate.

The total of both schedules according to the sanctioned estimate amounts to Rs. 4,034,781, giving a rate of Rs. 86,583 per mile ; the total of both schedules according to the revised estimate amounts to Rs. 4,829,800, giving a rate of Rs. 99,583 per mile, being an excess of 15 per cent. over the rate according to the sanctioned estimate.

5. The revised estimate will, I suppose, be submitted to the Consulting Engineers, and I therefore send you a copy of the estimate, and I also enclose a copy of this letter, in case it may be desired to send a copy of this also to the Consulting Engineers.

I am, &c.,

J. PHILLIMORE,
Chief Resident Engineer.

General Abstract.

Sanctioned Estimate.

From Maradana Junction to Vendalla.

Length, 46m. 48c.; Gauge, 2 ft. 6 in.

Schedule No. 1.	Amount. Rs.	Rate per Mile. Rs.
A, Felling trees and clearing land	9,320	200
B, Earthwork ...	435,369	9,343
C, Bridges	403,300	8,655
D, Culverts ...	233,667	5,014
E and F, Permanent way and switches and crossings...	190,472	4,087
G, Level crossings ...	10,200	219
H, Metalling and gravelling roads	31,134	668
I, Stations ...	274,585	5,892
J, Miscellaneous works ...	21,133	454
K, Contingencies, 10 per cent. on above items ...	160,918	3,453
Total of Schedule No. 1...	1,770,098	37,985
Schedule No. 2.		
L, Electric telegraph ...	23,300	500
M, Land and compensation ...	233,000	5,000
N, Engineering and administration ...	150,000	3,219
O, Steel in bridge girders and cast iron in bed plates ...	210,108	4,509
O*a*, Wrought and cast iron in well curbs and cylinders	—	—
O*b*, Steel in culvert girders ...	13,041	279
P, Permanent way steel rails	468,528	10,054
Q, Permanent way fastenings	76,050	1,632
R, Switches and crossings ...	29,106	625
S, Sleepers ...	230,670	4,950
T, Rolling stock ...	625,000	13,412
U, Contingences, 10 per cent. on above items ...	205,880	4,418
Total of Schedule No. 2...	2,264,683	48,598
Total of both Schedules...	4,034,781	86,583

Revised Estimate.

From Maradana Junction to Yatiyantota.

Length, 48m. 40c.; Gauge, 2 ft. 6 in.

Schedule No. 1.	Amount. Rs.	Rate per Mile. Rs.
A, Felling trees and clearing land	17,604	363
B, Earthwork ...	535,993	11,051
C, Bridges	578,377	11,925
D, Culverts... ...	271,711	5,602
E and F, Permanent way and switches and crossings...	216,798	4,470
G, Level crossings ...	10,621	219
H, Metalling and gravelling roads	32,398	668
I, Stations	321,100	6,621
J, Miscellaneous works ...	22,019	454
K, Contingencies, 10 per cent. on above items ...	200,662	4,137
Total of Schedule No. 1...	2,207,283	45,511
Schedule No. 2.		
L, Electric telegraph ...	41,022	846
M, Land and compensation ...	350,613	7,229
N, Engineering and administration ...	244,883	5,049
O, Steel in bridge girders and cast iron in bed plates ...	214,721	4,427
O*a*, Wrought and cast iron in well curbs and cylinders	32,701	674
O*b*, Steel in culvert girders ...	18,741	386
P, Permanent way steel rails	440,947	9,092
Q, Permanent way fastenings	106,966	2,205
R, Switches and crossings ...	28,647	591
S, Sleepers	260,365	5,368
T, Rolling stock ...	644,500	13,289
U, Contingencies, 10 per cent. on above items ...	238,411	4,916
Total of Schedule No. 2...	2,622,517	54,072
Total of both Schedules...	4,829,800	99,583

Revised Estimate.

From Maradana Junction to Yatiyantota.

Length, 48m. 40c.; Gauge, 2 ft. 6 in.

A.—Felling Trees and Clearing Land.

From Miles.	Length To Miles.	Rate per Acre. Rs.	Area in Acres.	Cost. Rs.
0 ...	40 ...	36 ...	369 ...	13,284
40 ...	48 ...	36 ...	74 ...	2,664
48 ...	Termination of Railway, including Yatiyantota station and approaches	36 ...	46 ...	1,656
		Total ...	489	17,604

Area per mile of Railway, 10·08 acres.
Rate per mile of Railway, Rs. 363.

B.—Earthwork.

Length. From Miles	Length. To Miles	Description.	Rate per Cubic Yard. Rs. c.	Quantity. Cubic Yards.	Cost. Rs.
0	46	Earth	0 33⅓	628,000	209,333
		Rock	1 50	180,000	270,000
46	47·77	Earth	0 33⅓	35,338	11,779
		Rock	1 50	10,383	15,575
47·77	Termination of Railway, including Yatiyantota station and approaches	Earth	0 33⅓	14,702	4,901
		Rock	1 50	16,270	24,405
		Total ...		884,693	535,993

Quantity per mile of Railway: rock 4,261 cubic yards; earth 13,980 cubic yards.
Rate per mile of Railway, Rs. 11,051.

C.—Bridges.

Position.	Name of River.	Description.	Size of each span.	No. of Spans.	Height of Formation	Cost of Masonry.	Cost of Transport, Erection, and Painting of Steel Work at Rs. 75 per Ton.	Cost of Longitudinal Timber at Rs. 4 per Cubic Foot.	Total Cost.
M. C. L.			ft.		ft.	Rs.	Rs.	Rs.	Rs.
—	— ...	Arch	14	1	10½	3,725	—	—	3,725
0 29 0	— ...	Girder	21¾	1	10	1,240	277	220	1,737
0 69 50	— ...	do.	30	1	13	6,174	450	280	6,904
3 9 0	— ...	do.	40	1	13	4,862	900	360	6,122
3 68 50	Kirilipane ...	do.	100 60	1 1	17	37,350	6,078	1,420	44,848
13 31 50	— ...	do.	30	1	9	5,028	600	280	5,908
14 10 50	— ...	do.	15	1	8	1,463	150	160	1,773
16 33 0	— ...	do.	15	1	9¾	1,488	150	160	1,798
18 54 0	— ...	do.	20	2	9	3,000	176	—	3,176
20 62 50	— ...	do.	20	1	4½	1,098	206	200	1,504
21 15 50	— ...	do.	20	1	19	4,100	176	—	4,276
21 20 0	Bada-amuna-ela ...	do.	60	2	19	9,854	4,656	1,080	15,590
21 64 0	— ...	do.	15	1	11¾	2,395	150	160	2,705
22 3 50	— ...	do.	15	1	11	2,500	112	—	2,612
22 30 0	— ...	do.	20	1	12¼	4,200	176	—	4,376
22 42 0	— ...	do.	15	1	7¾	1,865	112	—	1,977
22 50 0	— ...	do.	20	1	13	3,514	176	—	3,690
22 64 0	Maha-oya ...	do.	60	1	15½	3,088	2,328	540	5,956
23 31 0	— ...	do.	15	1	6	1,103	112	—	1,215
23 50 50	— ...	do.	20	1	7½	1,327	176	—	1,503
23 59 25	— ...	do.	20	1	12	2,151	176	—	2,327
26 12 75	— ...	do.	30	1	14	3,357	600	280	4,237
26 19 50	— ...	do.	15	1	10	2,200	150	160	2,510
27 20 0	Wak-oya ...	do.	100	1	26	9,602	3,750	880	14,232
27 79 71	— ...	Arch	15	1	13	3,100	—	—	3,100
28 4 25	Heen-ela ...	Girder	60	1	20	4,101	2,328	540	6,969
28 42 0	— ...	do.	20	1	17	4,422	206	200	4,828
30 3 50	— ...	do.	20	1	13½	5,000	206	200	5,406
31 25 0	— ...	do.	40	1	12	6,235	1,125	360	7,720
32 20 0	— ...	do.	20	1	11	2,500	206	200	2,906
33 58 0	Puwakpitiya-oya ...	do.	100	2	15½	11,311	7,500	1,760	20,571
34 25 0	— ...	do.	30	1	14	5,047	450	280	5,777
35 51 0	— ...	do.	40	1	19	7,000	1,125	360	8,485
36 0 0	— ...	do.	20	1	10	3,633	206	200	4,039
36 47 0	— ...	do.	30	1	26	4,926	600	280	5,806
37 73 0	Sitawaka-ganga ...	do.	75	4	—	73,000	13,620	2,720	89,340
38 16 0	— ...	do.	20	1	16	6,000	176	—	6,176
38 32 0	Sitawaka flood outlet ...	do.	100	1	25½	32,694	3,750	880	37,324
38 34 0	— ...	do.	20	1	15	5,500	176	—	5,676
38 55 0	— ...	do.	15	1	12	2,800	112	—	2,912
39 21 0	— ...	do.	30	1	19	7,030	600	280	7,910
39 61 0	— ...	do.	30	1	18	9,944	450	280	10,674
40 55 50	— ...	Arch	15	1	25	6,000	—	—	6,000
40 68 70	— ...	do.	15	1	23	5,500	—	—	5,500
40 79 0	— ...	do.	15	1	18	4,100	—	—	4,100
43 30 50	— ...	Girder	20	1	11½	3,500	206	200	3,906
43 71 0	— ...	do.	20	2	23	8,000	206	400	8,606
44 73 0	— ...	do.	15	1	18	4,100	150	160	4,410
45 1 0	— ...	do.	30	1	18	8,500	600	280	9,380
46 1 50	— ...	do.	30	1	22½	9,000	600	280	9,880
46 20 0	— ...	do.	20	1	22	8,062	206	200	8,468
46 34 50	— ...	do.	20	1	24½	8,500	206	200	8,906
46 52 50	— ...	do.	20	1	7½	2,000	206	200	2,406
46 66 50	— ...	do.	20	1	9	2,500	206	200	2,906
47 6 50	— ...	do.	15	1	15	3,700	150	160	4,010
47 39 0	— ...	do.	40	1	29	18,592	1,125	360	20,077
47 69 50	— ...	do.	40	1	25½	14,972	1,125	360	16,457
48 1 0	— ...	do.	20	1	24½	8,500	176	—	8,676
48 25 0	Kelani river ...	do.	100	3	—	60,479	11,250	2,640	74,369
						486,932	71,085	20,360	578,377

Rate per mile of Railway, Rs. 11,925.

D.—Culverts.

Position.	Description.	Size of each Span.	Number of Span.	Height of Formation.	Cost of Masonry.	Cost of Transport, Erection, and Painting of Steel Work at Rs. 75 per Ton.	Total Cost.
M. C L.		ft. in.		ft.	Rs.	Rs.	Rs.
0 75 0	Culvert	1 10	1	¾	72	—	72
1 9 0	Girder	6 0	1	9½	1,435	37	1,472
1 20 0	Culvert	1 10	1	¾	68	—	68
1 29 0	Culvert	1 10	1	1	150	—	150
1 53 0	Girder	10 0	1	11	2,215	70	2,285
1 68 0	Girder	10 0	1	11	1,950	70	2,020
1 78 0	Girder	4 0	1	2½	149	30	179
2 9 50	Girder	6 0	1	8	986	37	1,023
2 22 50	Girder	6 0	1	6	1,390	37	1,427
2 47 50	Girder	6 0	1	7	1,238	37	1,275
2 70 50	Pipe	2 0	1	6½	80	—	80
3 32 0	Pipe	2 0	1	4¾	80	—	80
3 41 50	Pipe	2 0	1	5¾	80	—	80
3 47 50	Girder	10 0	1	6	1,377	70	1,447
4 2 50	Girder	10 0	1	1½	1,641	70	1,711
4 26 0	Pipe	1 0	1	2	80	—	80
4 32 0	Pipe	0 9	1	2	80	—	80
4 40 0	Pipe	1 0	1	2¼	80	—	80
4 44 0	Pipe	2 0	1	4	80	—	80
4 59 50	Girder	4 0	1	7	753	30	783
4 68 0	Pipe	2 0	1	3¾	80	—	80
4 75 0	Pipe	2 0	1	—	80	—	80
4 78 50	Girder	4 0	1	6	705	30	735
5 5 50	Culvert	1 10	2	2	333	—	333
5 6 50	Girder	4 0	1	4	346	30	376
5 16 50	Girder	4 0	1	2¾	352	30	382
5 26 50	Girder	4 0	1	2	290	30	320
5 38 25	Girder	4 0	1	3	325	30	355
5 44 50	Culvert	1 10	1	1	136	—	136
5 45 0	Culvert	1 10	1	1	149	—	149
5 57 0	Pipe	2 0	1	3½	80	—	80
5 62 50	Girder	4 0	1	6	785	30	815
5 78 0	Culvert	1 10	1	3	147	—	147
6 12 0	Pipe	2 0	1	3	123	—	123
6 12 50	Pipe	2 0	2	—	80	—	80
6 14 50	Pipe	2 0	1	3	80	—	80
6 19 0	Pipe	2 0	1	3	80	—	80
6 25 75	Girder	4 0	1	5	278	30	308
6 37 0	Pipe	2 0	1	4½	90	—	90
6 43 0	Pipe	2 0	1	3⅛	80	—	80
6 53 0	Pipe	2 0	1	3½	516	—	516
6 60 0	Girder	4 0	1	2	323	30	353
7 7 25	Pipe	2 0	1	3	133	—	133
7 14 0	Pipe	2 0	1	3	133	—	133
7 35 50	Girder	10 0	1	4⅓	660	70	730
7 44 0	Pipe	4 0	1	7½	420	—	420
7 63 0	Pipe	2 0	1	3	110	—	110
7 66 75	Culvert	1 10	1	2½	124	—	124
7 78 50	Pipe	2 0	1	4¼	80	—	80
8 10 0	Pipe	2 0	1	4¼	80	—	80
8 21 0	Pipe	2 0	1	3⅜	150	—	150
8 25 0	Pipe	2 0	2	6¾	170	—	170
8 37 0	Pipe	2 0	1	4¼	80	—	80
8 40 0	Culvert	1 10	1	1½	196	—	196
8 58 25	Culvert	1 9	1	6	455	—	455
8 65 25	Culvert	2 6	1	8	457	—	457
9 4 75	Culvert	1 10	1	1	142	—	142
9 14 50	Pipe	2 0	2	4¾	180	—	180
9 21 0	Culvert	2 6	1	8	554	—	554
9 39 50	Culvert	2 6	1	6	311	—	311
9 49 75	Culvert	1 10	1	4	166	—	166
9 61 0	Pipe	2 0	1	5¼	110	—	110
9 67 0	Pipe	2 0	1	7½	190	—	190
10 6 50	Culvert	1 10	1	3	330	—	330
10 18 25	Girder	4 0	1	3	211	30	241
10 27 75	Arch	4 0	1	12½	1,018	—	1,018
10 34 25	Arch	4 0	1	12½	1,274	—	1,274
10 50 0	Pipe	2 0	—	—	80	—	80
10 53 50	Pipe	2 0	1	8	254	—	254
10 57 50	Pipe	2 0	1	5	150	—	150
10 65 50	Arch	4 0	1	10½	1,159	—	1,159
10 76 75	Pipe	2 0	1	6	123	—	123
11 3 50	Pipe	2 0	1	6	114	—	114
11 7 50	Culvert	2 6	1	7	465	—	465
11 15 0	Culvert	1 10	1	4	324	—	324
11 19 50	Culvert	1 10	1	3½	188	—	188

Culverts—*contd.*

Position.	Description.	Size of each Span.	Number of Span.	Height of Formation.	Cost of Masonry.	Cost of Transport, Erection, and Painting of Steel Work at Rs. 75 per Ton.	Total Cost.
M. C. L.		ft. in.		ft.	Rs.	Rs.	Rs.
11 25 50	Culvert	2 6	1	13	907	—	907
11 39 50	Arch	4 0	1	17	1,477	—	1,477
11 49 50	Arch	4 0	1	13	1,316	—	1,316
11 55 50	Culvert	1 10	1	2½	221	—	221
11 60 50	Pipe	2 0	1	7	267	—	267
11 69 50	Culvert	2 6	1	15	1,038	—	1,038
12 2 0	Girder	4 0	1	3½	284	30	314
12 13 0	Culvert	1 10	1	3	201	—	201
12 25 50	Culvert	2 6	1	9	608	—	608
12 30 50	Culvert	1 10	1	3	183	—	183
12 38 50	Culvert	1 10	1	3	182	—	182
12 43 50	Girder	4 0	1	7	415	30	445
12 48 0	Girder	4 0	1	7	629	30	659
12 54 25	Culvert	1 10	1	3	199	—	199
12 65 50	Arch	4 0	1	11	977	—	977
12 73 0	Arch	4 0	1	8½	847	—	847
13 2 50	Arch	4 0	1	7	737	—	737
13 15 0	Girder	10 0	1	3	337	70	407
13 28 50	Arch	6 0	1	8	2,845	—	2,845
13 58 0	Girder	4 0	1	6	642	30	672
13 63 0	Girder	4 0	1	6	789	30	819
13 70 50	Arch	4 0	2	—	1,067	—	1,067
14 4 0	Culvert	1 10	1	1	123	—	123
14 21 0	Pipe	2 0	1	7	151	—	151
14 24 0	Girder	4 0	1	8	722	30	752
14 35 50	Culvert	1 10	1	5	312	—	312
14 44 0	Pipe	2 0	1	8¾	220	—	220
14 47 0	Arch	10 0	1	11	1,220	—	1,220
14 54 50	Culvert	1 10	3	4	368	—	368
14 77 0	Pipe	2 0	1	8	110	—	110
15 12 50	Culvert	1 10	1	1½	94	—	94
15 46 0	Pipe	2 0	2	4	100	—	100
15 56 0	Pipe	2 0	1	4	100	—	100
15 63 0	Pipe	2 0	1	6	110	—	110
16 3 75	Arch	4 0	1	18	1,800	—	1,800
16 11 25	Arch	4 0	1	12	1,002	—	1,002
16 41 50	Culvert	1 10	1	4	300	—	300
16 49 0	Pipe	2 0	1	6	80	—	80
16 59 0	Culvert	1 10	1	5	325	—	325
16 68 50	Arch	10 0	1	12	2,000	—	2,000
16 78 50	Arch	4 0	2	8	800	—	800
17 23 0	Pipe	2 0	1	10	118	—	118
17 27 0	Arch	6 0	1	8½	1,100	—	1,100
17 43 50	Arch	10 0	1	12	2,000	—	2,000
17 62 50	Pipe	2 0	1	9	220	—	220
18 10 0	Culvert	1 10	1	1½	120	—	120
18 27 50	Arch	10 0	1	13½	2,200	—	2,200
18 40 25	Culvert	1 10	3	2½	500	—	500
18 62 0	Girder	10 0	1	10	2,918	70	2,988
18 77 25	Girder	4 0	1	9	1,716	30	1,746
18 79 0	Girder	10 0	1	11½	2,100	70	2,170
19 16 50	Pipe	2 0	2	8½	433	—	433
19 28 0	Arch	10 0	1	13	2,742	—	2,742
19 52 0	Arch	6 0	3	10	2,515	—	2,515
19 64 0	Arch	4 0	1	6½	1,389	—	1,389
19 68 50	Girder	4 0	1	7½	727	30	757
20 7 0	Girder	4 0	1	8½	645	30	675
20 18 0	Culvert	1 10	1	6¼	332	—	332
20 29 50	Culvert	2 6	2	11	1,137	—	1,137
20 48 50	Culvert	2 6	2	12	1,774	—	1,774
20 66 0	Girder	6 0	1	6	1,514	37	1,551
20 78 25	Pipe	2 0	1	4½	208	—	208
21 47 0	Pipe	2 0	1	6	95	—	95
21 58 50	Pipe	2 0	1	6	95	—	95
21 68 0	Pipe	2 0	1	11½	148	—	148
22 25 0	Pipe	2 0	1	6	177	—	177
22 69 50	Girder	10 0	1	10	2,863	70	2,933
23 5 0	Culvert	2 6	2	9	629	—	629
23 14 75	Culvert	1 10	1	5	215	—	215
23 45 0	Girder	6 0	1	8	1,250	37	1,287
23 64 0	Girder	6 0	1	7½	1.250	37	1,287
23 72 0	Culvert	1 10	1	3	250	—	250
24 0 0	Pipe	2 0	1	5	140	—	140
24 7 0	Pipe	2 0	1	5	140	—	140
24 14 75	Culvert	1 10	1	3	250	—	250
24 20 0	Culvert	1 10	1	2½	136	—	136

Culverts—*contd.*

Position.	Description.	Size of each Span.	Number of Span.	Height of Formation.	Cost of Masonry.	Cost of Transport, Erection, and Painting of Steel Work at Rs. 75 per Ton.	Total Cost.
M. C. L.		ft. in.		ft.	Rs.	Rs.	Rs.
24 32 25	Girder	10 0	1	6	950	70	1,020
24 36 0	Girder	10 0	1	6	950	70	1,020
24 40 50	Girder	6 0	1	5½	730	37	767
24 55 25	Culvert	1 10	1	2	97	—	97
24 65 0	Girder	10 0	1	2	487	70	557
24 75 50	Culvert	1 10	1	1	100	—	100
25 12 25	Culvert	1 10	1	3½	402	—	402
25 20 0	Girder	10 0	1	8½	1,744	70	1,814
25 30 75	Girder	6 0	1	9½	1,254	37	1,291
25 33 50	Arch	4 0	1	9½	711	—	711
25 38 0	Culvert	1 10	1	2½	250	—	250
25 55 50	Pipe	2 0	1	6½	160	—	160
25 63 0	Culvert	1 10	1	3	97	—	97
25 73 0	Culvert	1 10	2	4	577	—	577
26 4 0	Pipe	2 0	1	6½	160	—	160
26 31 0	Pipe	2 0	1	9½	220	—	220
26 44 50	Arch	4 0	1	8	800	—	800
26 55 0	Girder	10 0	1	9½	1,600	70	1,670
26 60 0	Pipe	2 0	1	8	200	—	200
26 69 0	Pipe	2 0	1	8	200	—	200
26 76 50	Culvert	1 10	1	4½	325	—	325
27 3 50	Arch	4 0	1	10	1,000	—	1,000
27 10 0	Culvert	1 10	1	3½	262	—	262
27 27 25	Arch	6 0	1	10½	1,300	—	1,300
27 50 0	Culverts over water main ...	3 6	2	10	4,000	—	4,000
27 53 50	Culvert	2 6	1	12	689	—	689
27 62 50	Culvert	2 6	1	9	774	—	774
27 66 0	Pipe	2 0	1	8	200	—	200
27 68 0	Culvert	1 10	1	4½	344	—	344
28 11 0	Culvert	1 10	2	8	639	—	639
28 19 50	Arch	10 0	1	14	2,300	—	2,300
28 29 0	Pipe	2 0	1	5	140	—	140
28 32 0	Culvert	1 10	2	3½	350	—	350
28 54 0	Pipe	2 0	1	9	210	—	210
28 65 25	Arch	6 0	1	15	1,800	—	1,800
28 72 50	Culvert	1 10	1	3	250	—	250
29 0 50	Arch	4 0	1	11	1,100	—	1,100
29 12 50	Arch	6 0	1	11	1,350	—	1,350
29 15 0	Arch	6 0	1	10	1,554	—	1,554
29 27 0	Pipe	2 0	1	9	210	—	210
29 35 0	Arch	6 0	1	9	1,150	—	1,150
29 54 50	Arch	4 0	1	8	1,291	—	1,291
29 64 0	Culvert	1 10	1	2¾	220	—	220
29 68 50	Culvert	1 10	1	2¾	316	—	316
29 74 50	Culvert	1 10	1	4	219	—	219
30 0 0	Girder	10 0	1	12	2,250	70	2,320
30 22 50	Culvert	1 10	1	2½	188	—	188
30 28 50	Girder	4 0	1	7½	468	30	498
30 34 50	Culvert	1 10	1	4½	300	—	300
30 44 0	Arch	4 0	1	10	900	—	900
30 46 0	Pipe	2 0	1	9	210	—	210
30 61 0	Culvert	1 10	2	4½	392	—	392
30 72 0	Arch	10 0	1	19	3,300	—	3,300
30 78 50	Pipe	2 0	1	7	180	—	180
31 5 0	Pipe	2 0	1	9¼	210	—	210
31 10 0	Pipe	2 0	1	7	180	—	180
31 17 0	Culvert	1 10	1	1½	225	—	225
31 35 0	Arch	6 0	1	11	1,350	—	1,350
31 47 0	Girder	6 0	1	7½	1,200	37	1,237
31 53 50	Culvert	1 10	1	1¾	150	—	150
31 56 0	Culvert	1 10	1	½	190	—	190
31 62 0	Arch	6 0	1	7	900	—	900
31 72 0	Girder	6 0	1	4	700	37	737
31 76 50	Girder	4 0	1	4	475	30	505
32 6 50	Culvert	1 10	1	1¼	190	—	190
32 12 0	Culvert	1 10	1	2	200	—	200
32 26 0	Girder	6 0	1	7	1,100	37	1,137
32 33 0	Culvert	1 10	1	1½	190	—	190
32 61 0	Girder	10 0	1	4	700	70	770
32 73 0	Girder	4 0	1	4½	500	30	530
33 1 0	Girder	4 0	1	1½	150	30	180
33 8 0	Culvert	1 10	2	2½	225	—	225
33 25 0	Girder	10 0	1	5	800	70	870
33 38 0	Culvert	1 10	2	1¼	190	—	190
33 48 0	Pipe	2 0	1	5	140	—	140
33 74 0	Culvert	1 10	1	3	250	—	250

Culverts—*contd.*

Position.	Description.	Size of each Span.	Number of Span.	Height of Formation.	Cost of Masonry.	Cost of Transport, Erection, and Painting of Steel Work at Rs. 75 per Ton.	Total Cost.
M. C. L.		ft. in.		ft.	Rs.	Rs.	Rs.
34 2 0	Girder	6 0	1	5	800	37	837
34 10 50	Girder	10 0	1	9	1,500	70	1,570
34 14 0	Girder	10 0	1	13	2,500	70	2,570
34 39 50	Culvert	1 10	1	—	190	—	190
34 44 0	Culvert	1 10	1	2	200	—	200
34 49 0	Culvert	1 10	1	3½	269	—	269
34 59 0	Culvert	1 10	2	5	467	—	467
34 63 0	Culvert	1 10	1	1¼	204	—	204
34 74 0	Culvert	1 10	1	5	294	—	294
34 77 0	Culvert	1 10	1	4½	284	—	284
35 14 0	Girder	10 0	1	17	3,900	70	3,970
35 26 0	Arch	6 0	1	13	1,600	—	1,600
35 30 0	Pipe	1 0	1	1	80	—	80
35 32 0	Pipe	2 0	1	11	140	—	140
35 49 0	Girder	10 0	1	15½	3,300	70	3,370
35 60 0	Arch	4 0	1	9	1,230	—	1,230
35 70 0	Culvert	1 10	1	1½	221	—	221
36 10 0	Culvert	1 10	1	3	270	—	270
36 17 0	Girder	4 0	1	4	282	30	312
36 23 0	Culvert	1 10	1	2½	213	—	213
36 36 0	Arch	4 0	1	13	1,300	—	1,300
36 42 0	Arch	4 0	1	12	1,213	—	1,213
36 53 0	Arch	10 0	1	22	4,000	—	4,000
36 60 0	Arch	4 0	1	4	500	—	500
37 0 0	Culvert	1 10	1	3	261	—	261
37 3 0	Culvert	1 10	3	3	250	—	250
37 26 0	Culvert	1 10	1	5	282	—	282
37 29 0	Arch	4 0	1	11	1,100	—	1,100
37 34 0	Culvert	1 10	1	2	141	—	141
37 36 0	Culvert	1 10	1	3	152	—	152
37 40 0	Culvert	1 10	1	5	325	—	325
37 48 0	Arch	6 10	1	15	1,800	—	1,800
37 55 0	Culvert	1 10	1	3½	206	—	206
37 58 0	Girder	4 0	1	5	550	30	580
37 64 0	Arch	10 0	1	24	5,700	—	5,700
38 25 50	Girder	10 0	1	16	3,500	70	3,570
38 53 0	Culvert, ...	1 10	1	2¾	250	—	250
38 60 0	Culvert	1 10	1	4½	300	—	300
38 66 0	Girder	4 0	1	10	925	30	955
38 77 0	Culvert	1 10	1	5	325	—	325
39 1 0	Girder	4 0	1	8	775	30	805
39 8 0	Girder	4 0	1	8	360	30	390
39 29 0	Girder	6 0	1	6¼	950	37	987
39 38 0	Culvert	1 10	1	—	192	—	192
39 41 0	Girder	10 0	1	8	1,300	70	1,370
39 52 0	Girder	6 0	1	5¼	422	37	459
39 72 50	Pipe	2 0	1	5	140	—	140
39 75 50	Pipe	2 0	1	7½	180	—	180
40 0 50	Girder	6 0	1	15	3,000	37	3,037
40 6 50	Girder	4 0	1	7½	750	30	780
40 9 50	Arch	4 0	1	6½	650	—	650
40 15 0	Culvert	1 10	1	1¼	190	—	190
40 22 0	Arch	10 0	1	15	2,500	—	2,500
40 28 0	Culvert	1 10	1	¼	190	—	190
40 34 0	Arch	4 0	1	8¼	800	—	800
40 38 0	Pipe	2 0	1	5½	140	—	140
40 47 0	Arch	4 0	1	13½	1,350	—	1,350
40 61 50	Culvert	1 10	2	2½	225	—	225
41 2 50	Arch	4 0	1	8	800	—	800
41 12 50	Arch	10 0	2	17½	5,000	—	5,000
41 27 0	Pipe	2 0	1	2	80	—	80
41 30 50	Arch	4 0	1	8	800	—	800
41 36 0	Pipe	2 0	1	5¾	160	—	160
41 38 0	Girder	4 0	1	5	550	30	580
41 43 50	Girder	4 0	1	5	550	30	580
41 59 0	Girder	6 0	1	19	3,600	37	3,637
41 64 50	Girder	10 0	1	20	5,100	70	5,170
41 69 0	Pipe	2 0	1	9	210	—	210
41 71 0	Pipe	2 0	1	9	210	—	210
41 75 0	Culvert	1 10	1	5	325	—	325
42 0 0	Pipe	2 0	2	7¾	200	—	200
42 3 0	Culvert	1 10	1	4	300	—	300
42 6 0	Culvert	1 10	1	1¾	200	—	200
42 9 0	Pipe	2 0	1	4½	140	—	140
42 15 50	Arch	10 0	1	25	4,500	—	4,500
42 21 0	Pipe	2 0	1	6	160	—	160

Culverts—*contd.*

Position. M. C. L.	Description.	Size of each Span. ft. in.	Number of Spans.	Height of Formation. ft.	Cost of Masonry. Rs.	Cost of Transport, Erection and Painting of Steel Work at Rs. 75 per Ton. Rs.	Total Cost. Rs.
42 25 0	Culvert	1 10	1	1	190	—	190
42 32 50	Culvert	1 10	1	1	217	—	217
42 35 50	Arch	4 0	1	11	1,100	—	1,100
42 38 50	Arch	4 0	1	12	1,200	—	1,200
42 44 0	Arch	4 0	1	7¾	800	—	800
42 47 0	Girder	4 0	1	3¼	223	30	253
42 53 0	Girder	4 0	1	3½	475	30	505
42 56 50	Pipe	2 0	1	5	140	—	140
42 58 50	Pipe	2 0	1	5	140	—	140
42 61 50	Culvert	1 10	1	2	193	—	193
42 65 0	Girder	4 0	1	½	199	30	229
42 69 0	Girder	6 0	2	—	230	37	267
43 5 0	Girder	4 0	1	4	475	30	505
43 7 50	Girder	4 0	1	4	475	30	505
43 9 50	Girder	4 0	1	5	550	30	580
43 16 50	Girder	4 0	1	5	550	30	580
43 18 0	Girder	4 0	1	4½	500	30	530
43 27 0	Girder	4 0	1	4	475	30	505
43 33 50	Arch	6 0	1	11½	2,000	—	2,000
43 40 75	Girder	4 0	1	5	550	30	580
43 46 50	Pipe	2 0	1	8	200	—	200
43 47 0	Pipe	2 0	1	8	200	—	200
43 50 0	Pipe	2 0	1	5½	140	—	140
43 54 50	Girder	4 0	1	5	550	30	580
43 62 50	Arch	6 0	1	9	1,450	—	1,450
44 0 0	Arch	6 0	1	11	1,450	—	1,450
44 5 50	Arch	4 0	1	1	300	30	330
44 8 50	Girder	4 0	1	4¾	500	30	530
44 10 50	Girder	4 0	1	8	775	30	805
44 14 0	Culvert	1 10	1	1¾	200	—	200
44 15 50	Culvert	1 10	1	2	200	—	200
44 17 0	Girder	4 0	1	5½	600	30	630
44 26 50	Girder	10 0	1	9¾	1,700	70	1,770
44 36 50	Girder	10 0	1	19	4,600	70	4,670
44 41 0	Girder	6 0	1	13	2,400	37	2,437
44 45 0	Girder	6 0	1	10	1,650	37	1,687
44 53 50	Girder	4 0	1	1	300	30	330
44 59 50	Girder	4 0	1	1	300	30	330
44 65 0	Girder	6 0	1	10½	1,700	37	1,737
45 12 0	Girder	6 0	1	6¾	1,100	37	1,137
45 23 0	Girder	4 0	1	5	550	30	580
45 28 0	Girder	6 0	1	10½	1,700	37	1,737
45 37 0	Girder	10 0	1	9½	1,600	70	1,670
45 49 0	Girder	4 0	1	4	475	30	505
45 56 50	Girder	4 0	1	2	300	30	330
45 70 0	Girder	10 0	1	15	3,150	70	3,220
46 8 50	Girder	6 0	1	5	800	37	837
46 42 0	Girder	4 0	1	9½	800	30	830
46 49 0	Girder	4 0	1	12¼	975	30	1,005
46 72 0	Girder	4 0	1	5	550	30	580
46 77 0	Girder	4 0	1	8	1,250	37	1,287
47 19 50	Girder	10 0	1	2	500	70	570
47 26 0	Girder	4 0	1	7	700	30	730
47 48 0	Girder	6 0	1	13	2,400	37	2,437
	Total ...	—	—	—	267,039	4,672	271,711

Rate per mile of Railway, Rs. 5,602.

E, Permanent Way; and F, Switches and Crossings

(including laying of Permanent Way in Main Line and Sidings and providing and laying of Ballast).

Rate.	Unit	Item.	Quantity.	Cost.	Total Cost.
Rs. c.		*Ballast.*		Rs.	Rs.
0 80	cub. yards	Ballast delivered on berm at 1,560 cubic yards per mile	81,120 cub. yards	64,896	
—	—	Extra for maintenance and wastage until line is opened at 25 per cent.	20,280 cub. yards	16,224	
0 25	cub. yards	Lighting and spreading	81,120 cub. yards	20,280	
					101,400
		Permanent Way.			
0 15	ton, mile	Local carriage of permanent way ...	8,944 tons, 24 miles	32,198	
1,000 0	mile	Laying permanent way	52 miles	52,000	
100 0	month, mile	Maintenance	6 months, 52 miles	31,200	115,398
			Total ...	—	216,798

NOTE.—The weight of one mile of permanent way, including rails, fastenings, and sleepers, is 172 tons.

	Miles.
Length of Main line	48½
Length of sidings	3½
Total ...	52

	Rs.
Rate per mile of actual track laid	4,169
Rate per mile of through Railway	4,470

G.—Level Crossings.

Total amount, Rs. 10,621.

Rate per mile of Railway, Rs. 219.

H.—Metalling and Gravelling Roads.

Total amount, Rs. 32,398.

Rate per mile of Railway, Rs. 668.

I.—Stations.

Description.	Maradana (Mile 0).		Mirihana (Mile 5⅝).		Pannapitiya (Mile 10⅝).		Padukka (Mile 21⅞).		Wagga (Mile 27⅝).		Kosgama (Mile 30¾)		Puwakpitiya (Mile 34¼)		Avisawella (Mile 36¾)		Dehiowita (Mile 42½)		Karawanella (Mile 46¾)		Yatiyantota (Mile 48½)		Totals for whole line.	
	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No	Cost.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
Passenger station building, including residence for Station Master and outbuilding	—	—	1	5,000	1	5,500	1	5,500	1	5,500	1	5,500	—	—	1	6,500	1	8,500	1	5,600	1	6,500	9	54,100
Residence for clerk	—	—	1	2,000	1	2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	4,000
Latrines	—	—	1	400	1	400	1	400	1	400	1	400	—	—	1	400	1	400	1	400	1	400	9	3,600
Platform (passenger) ...	1	9,305	1	350	1	350	1	350	1	350	1	350	—	—	1	350	1	350	1	350	1	600	10	12,705
Platform wall (passenger) ...	—	—	1	650	1	650	1	650	1	650	1	650	—	—	1	650	1	650	1	650	1	1,500	9	6,700
Platform paling and wicket gate ...	—	—	1	550	1	550	1	550	1	550	1	550	—	—	1	550	1	550	1	550	1	550	9	4,950
Weighing machine, platform ...	1	200	1	200	1	200	1	200	1	200	1	200	1	200	1	200	1	200	1	200	1	200	11	2,200
Station name boards	—	—	2	40	2	40	2	40	2	40	2	40	2	40	2	40	2	40	2	40	2	40	20	400
Goods shed, including platform wall and outbuilding ...	1	20,000	—	—	—	—	1	4,500	1	4,500	1	5,200	1	4,700	1	8,300	1	6,800	1	7,000	1	8,000	9	69,000
Plumbago shed	1	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5,000
Weigh-bridge and shed ...	1	3,500	—	—	—	—	—	—	—	—	—	—	—	—	1	3,500	1	3,500	1	3,500	1	3,500	5	17,500
Crane, jib, hand (3-ton) ...	1	2,400	—	—	—	—	—	—	—	—	—	—	—	—	1	2,400	—	—	—	—	1	2,400	3	7,200
Engine shed, including ashpits and drains	1	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5,000	2	10,000
Carriage and repairing shed, including ashpits and drains	1	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5,000
Machinery and appliances for carriage shed, lump sum	—	10,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,000
Turntable, engine	1	6,185	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6,185	2	12,370
Coal stage and coal crane ...	1	1,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1,500	2	3,000
Wells	—	—	1	450	1	600	1	450	—	—	—	—	—	—	1	450	—	—	—	—	—	—	4	1,950
Pumps, force, hand power ...	—	—	1	500	—	—	1	500	—	—	—	—	—	—	1	500	—	—	—	—	1	750	4	2,250
Pipes, cast iron, 3-in.... ...	300 ft	300	200 ft.	200	—	—	200 ft.	200	—	—	—	—	—	—	200 ft.	200	—	—	—	—	1000ft.	1,000	1,900 ft.	1,900
Do. 4-in.... ...	150 ft.	225	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	150 ft.	225
Do. 6-in.... ...	—	—	350 ft.	875	—	—	350 ft.	875	350 ft.	875	—	—	—	—	350 ft.	875	—	—	1	—	—	—	1,400 ft.	3,500
Tanks, water, 1,500 gallons ...	2	3,600	1	1,800	—	—	1	1,800	1	1,800	—	—	—	—	1	1,800	—	—	—	—	1	1,800	7	12,600
Water column, 6 in.	—	—	1	1,200	—	—	1	1,200	1	1,200	—	—	—	—	1	1,200	—	—	—	—	—	—	4	4,800
Hydrants with hose	2	500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	500	4	1,000
Staff quarters' buildings ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	15,000	5	15,000
Porters' lines, rooms	—	—	3	1,000	3	1,000	3	1,000	3	1,000	3	1,000	3	1,000	6	1,800	6	1,800	6	1,800	6	1,800	42	13,200
Firemen's lines, rooms ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	1,800	6	1,800
Total ...	—	72,715	—	15,215	—	11,290	—	18,215	—	17,065	—	13,890	—	5,940	—	29,715	—	22,790	—	20,090	—	59,025	—	285,950
Allowance for furniture, &c. ...																								15,150
Proportion of extension of carriage shed ...																								20,000
Total ...																								321,100

Rate per mile of Railway, Rs. 6,621.

J.—Miscellaneous Works.

(Platelayers' lines and Platelaying Foreman's residence.)

Total amount, Rs. 22,019.

Rate per mile of Railway, Rs. 454.

K.—Contingencies.

Ten per cent. on Rs. 2,006,621 = Rs. 200,662.

Rate per mile of Railway, Rs. 4,137.

L.—Electric Telegraph.

Total amount as per estimate furnished by the Superintendent of Telegraphs, Rs. 41,022.

Rate per mile of Railway, Rs. 846.

M.—Land and Compensation.

From Miles.	Length	To Miles.	Rate per Acre. Rs.	Area in Acres.	Cost. Rs.
0	...	45½ ...	717 ...	420 ...	301,140
45½	...	48 ...	717 ...	23 ...	16,491
48	...	Termination of Railway, including Yatiyantota station and approaches...	717 ...	46 ...	32,982
			Total ...	489	350,613

Area per mile of Railway, 10·08 acres.

Rate per mile of Railway, Rs. 7,229.

N.—Engineering and Administration.

Date.	Item.	Cost. Rs.	Total. Rs.
1896-97	... Cost of original survey	39,957	
1898	... Cost of deputation of Mr. Perman to India	713	
1899-1900	... Cost of realignment	69,128	
	Total of Preliminary Expenses prior to the commencement of construction* ...	—	109,798
February 28, 1900, to July 1, 1901	... Engineering and administration ...	60,085	
July 1, 1901, to October 1, 1902	... Do. do. ...	45,000	
October 1, 1902, to December 31, 1903	Do. do. ...	30,000	
	Total of Engineering and Administration since the commencement of construction	—	135,085
	Total of Engineering and Administration, including Preliminary Expenses prior to commencement of construction ...	—	244,883

Rate per mile of Railway for preliminary expenses, Rs. 2,264.
Rate per mile of Railway for engineering and administration since commencement of Railway, Rs. 2,785.
Rate per mile of Railway for engineering and administration, including preliminary expenses, Rs. 5,049.

O.—Steel in Bridge Girders and Cast Iron in Bed Plates.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£ s. d.			Tons	£ s. d.	Rs.
14 10 0	Ton	Cost of steel work f. o. b.	881·45	12,781 0 6	
1 10 0	Ton	Freight to Colombo	881·45	1,322 3 6	
				14,103 4 0	
Rs. c.					211,548
3 60	Ton	Landing and delivering at Maradana ...	881·45	—	3,173
		Total ...	—	—	214,721

Particulars of Weight.

Span.	Weight of One Span.	Number of Spans.	Total Weight.
	Tons		Tons
15 ft. on straight	1·5	4	6
15 ft. on curve	2	6	12
20 ft. on straight	2·35	10	23·50
20 ft. on curve	2·75	12	33
21 ft. 9 inches on straight	3·7	1	3·70
30 ft. on straight	6	3	18
30 ft. on curve ...	8	6	48
40 ft. on straight	12	1	12
40 ft. on curve	15	4	60
60 ft. on straight	31·05	5	155·25
75 ft. on straight	40	4	160
100 ft.	50	7	350
		63	881·45

Rate per mile of Railway, Rs. 4,427.

O*a*.—Wrought and Cast Iron in Well Curbs and Cylinders.

Rate.	Unit.	Item.	Quantity	Cost.	Total Cost.
		Cylinders.		£ s. d.	Rs.
£6. 11s. 7*d*.	Ton	51 cast iron segments (17 rings) ...	57 tons	375 0 0	
4½ per cent.	—	Inspection	£375	15 0 0	
£1. 12s. 3*d*.	Ton	Freight to Colombo ...	57 tons	91 16 5	
				481 16 5	
Rs. c.					7,227
3 60	Ton	Landing and delivering at Maradana ...	57 tons	—	205
		C. I. cylinders received from Galle ...	—	—	11,000
		Total cost of Cylinders ...	—	—	18,432
		Well Curbs.		Rs. c.	
290 0	Ton	Well curbs delivered at Colombo ...	48·6 tons	14,094 0	
3 60	Ton	Landing and delivering at Maradana ...	48·6 tons	175 0	
		Total cost of Well Curbs ...	—	—	14,269
		Total cost of Cylinders and Well Curbs	—	—	32,701

Rate per mile of Railway, Rs. 674.

O*b*.—Steel in Culvert Girders.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£ s. d.			Tons.	£ s. d.	Rs.
19 0 0	Ton	Cost of steel work f. o. b. ...	60·24	1,144 11 2	
1 10 0	Ton	Freight to Colombo	60·24	90 7 2	
				1,234 18 4	
Rs. c.					18,524
3 60	Ton	Landing and delivering at Maradana ...	60·24	—	217
		Total ...	—	—	18,741

Particulars of Weight.

Span.	Weight of One Span.	Number of Spans.	Total Weight.
			Tons.
4 ft.	·40 tons	51	20·40
6 ft.	·50 tons	30	15·0
10 ft.	·92 tons	27	24·84
		Total Weight ...	60·24

Rate per mile of Railway, Rs. 386.

P.—Permanent Way Materials—Steel Rails.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£. s. d.			Tons	£ s. d.	Rs.
6 10 0	Ton	Rails f. o. b, ...	3,798	24,687 0 0	
1 0 0	Ton	Freight to Colombo	3,798	3,798 0 0	
				28,485 0 0	
Rs. c.					427,275
3 60	Ton	Landing and delivering at Maradana ...	3,798	—	13,672
		Total ...	—	—	440,947

	Miles.
NOTE.—Length of Main line	48½
Length of sidings	3½
Total ...	52

The weight of steel rails for one mile of permanent way is 73·04 tons.
Rate per mile of actual track laid, Rs. 8,480.
Rate per mile of through Railway, Rs. 9,092.

Q.—Permanent Way Materials—Fastenings.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£ s. d.			Tons	£ s. d.	Rs.
8 10 0	Ton	Fish plates f. o. b.	152·65	1,297 5 5	
18 0 0	Ton	Fish bolts f. o. b.	32·45	584 2 0	
30 0 0	Ton	Holding down bolts f. o. b. ...	113·65	3,409 10 0	
16 10 0	Ton	Spikes f. o. b.	82·85	1,367 0 6	
1 0 0	Ton	Freight to Colombo ...	381·60	381 12 0	
				7,039 9 11	
Rs. c.					105,592
3 60	Ton	Landing and delivering at Maradana ...	381·60	—	1,374
		Total ...	—	—	106,966

	Miles.
NOTE.—Length of Main line	48½
Length of sidings	3½
Total ...	52

The weight of fastenings for one mile of permanent way is as follows :—

	Tons.
Fish plates	2·94
Fish bolts	·62
Holding down bolts	2·18
Spikes	1·59
Total ...	7·33

Rate per mile of actual track laid, Rs. 2,057.
Rate per mile of through Railway, Rs. 2,205.

R.—Switches and Crossings.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£ s. d.				£ s. d.	Rs.
21 0 0	Set	Switches and crossings	81 sets	1,701 0 0	
1 10 0	Ton	Freight to Colombo	120 tons	180 0 0	
				1,881 0 0	
Rs. c.					28,215
3 60	Ton	Landing and delivering at Maradana ...	120 tons	—	432
		Total ...	—	—	28,647

NOTE.—The weight of one set of switches and crossings is 1·48 ton.
Rate per mile of Railway, Rs. 591.

S.—Sleepers.

Rate.	Unit.	Item.	Quantity.	Cost.	Total Cost.
£ s. d.			Tons	£ s. d.	Rs.
0 2 9½	Sleeper	Sleepers delivered in ship's slings at Colombo	40,000	5,583 6 8	
0 3 3	Sleepers	Do. do.	64,000	10,400 0 0	
				15,983 6 8	
Rs. c.					239,750
3 60	Ton	Landing and delivering at Maradana ...	4,643	—	16,715
6 0	Each	Crossing sleepers (teak) ...	650	—	3,900
		Total ...	—	—	260,365

		Miles.
NOTE.—Length of Main line		48½
Length of sidings		3½
	Total ...	52

The weight of sleepers for one mile of permanent way is 89·29 tons.
Rate per mile of Railway, Rs. 5,368.

T.—Rolling Stock.

Cost inclusive of Freight and Erection.	Unit.	Item.	Quantity.	Cost.
Rs.				Rs.
26,800	Each	Locomotives	No. 7	187,600
9,200	do.	1st and 2nd class bogie carriages	„ 5	46,000
9,000	do.	3rd class carriages and brakes	„ 5	45,000
8,800	do.	Bogie 3rd class carriages	„ 10	88,000
4,600	do.	Covered goods bogie wagons	„ 40	184,000
4,000	do.	High-sided bogie wagons	„ 5	20,000
4,000	do.	Low-sided bogie wagons...	„ 8	32,000
4,700	do.	Underframes	„ 2	9,400
6,500	do.	Bogie gunpowder van	„ 1	6,500
8,000	do.	Travelling oil tank	„ 1	8,000
6,000	do.	Travelling crane	„ 1	6,000
12,000	do.	Crocodile	„ 1	12,000
		Total ...	—	644,500

Rate per mile of Railway, Rs. 13,289.

U.—Contingencies.

Ten per cent. on Rs. 2,384,106 = Rs. 238,411
Rate per mile of Railway, Rs. 4,916.

XLVI.—1901.

PRINCIPAL AND MINOR ROADS.

RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON, dated February 21, 1901, for—

A Return of outlay on Principal and Minor Roads in each District of the Island of moneys recovered under the Thoroughfares Ordinances, Nos. 10 of 1861 and 31 of 1884, for each year from 1875 to 1899, both inclusive, showing (*a*) total contribution to Principal Roads; (*b*) expenditure on all Minor Roads, whether for extension or upkeep (including bridges, culverts, and supervision); (*c*) toll grant votes for Minor Roads; (*d*) any contribution by Government from revenue for Minor Roads.

N.B.—Figures for each District to be separately given for each year and total struck for each Province.

(The Hon. Mr. S. C. Obeyesekere.)

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 20 cents.

1901.

STATEMENT of Commutation Money spent on the Principal Roads in each District of the Island from 1875 to 1899.

Year.	Western Province.				Central Province.							
	Colombo District.	Kalutara District.	Negombo District.	Totals for the Western Province.	Kandy District.	Katugastota District.	Matale District.	Pussellawa District.	Nuwara Eliya District.	Dimbula District.	Dikoya District.	Totals for the Central Province.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1875	13,496 24	7,181 20	8,979 40	29,656 88	4,230 0	9,028 15	4,014 18	3,785 82	—	6,057 0	3,785 82	30,900 97
1876	13,841 82	8,482 89	8,969 4	31,293 75	4,003 0	8,773 68	3,825 26	3,624 0	—	5,848 48	3,624 0	29,698 42
1877	14,759 19	15,021 64	12,604 98	42,385 81	4,025 61	9,534 19	3,919 17	3,824 0	—	5,858 5	3,824 0	30,985 2
1878	14,808 10	15,285 68	12,732 48	42,826 26	3,480 55	9,448 73	4,197 26	4,041 50	—	6,070 0	4,041 50	31,279 54
1879	13,703 86	15,270 8	12,740 98	41,714 92	4,029 88	9,564 55	4,043 27	4,053 21	—	6,471 88	4,053 21	32,216 0
1880	16,803 39	15,281 36	12,800 91	44,885 66	3,721 35	7,652 61	4,072 19	3,468 21	—	5,286 73	3,468 21	27,669 30
1881	18,959 98	18,460 65	10,606 94	48,027 56	4,024 73	7,101 34	2,255 34	3,028 64	—	4,936 0	3,028 64	24,374 69
1882	18,763 48	18,472 67	13,775 66	51,011 81	2,292 25	3,061 88	3,491 68	1,774 91	—	5,111 69	4,000 0	19,732 41
1883	17,599 19	14,918 21	16,770 79	49,288 19	2,594 50	6,625 6	3,925 81	3,550 92	—	4,326 18	9,162 96	30,185 43
1884	22,230 66	13,780 36	14,061 82	50,072 84	1,698 92	5,496 73	7,588 96	1,000 50	326 25	—	230 25	16,341 61
1885	22,135 84	13,742 58	14,242 56	50,120 98	3,154 49	8,903 65	5,602 27	1,295 20	—	—	481 73	19,437 34
1886	18,659 50	13,680 72	14,674 55	47,014 77	1,958 21	9,417 38	6,949 94	1,933 22	966 49	—	312 75	21,537 99
1887	21,428 34	12,650 22	14,646 60	48,725 16	2,577 30	8,765 84	6,117 37	2,792 85	—	—	397 25	20,650 61
1888	23,611 86	20,848 93	15,912 51	60,373 30	5,043 57	10,153 58	6,440 61	5,976 37	—	1,562 0	—	29,176 13
1889	27,437 85	20,512 54	15,857 23	63,807 62	3,815 86	8,650 83	7,173 29	3,794 61	—	—	1,104 44	24,539 3
1890	23,553 20	21,617 76	12,549 85	57,720 81	3,594 36	9,567 51	7,050 98	3,208 97	287 25	513 29	384 91	24,607 27
1891	23,563 11	22,028 46	12,825 97	58,417 24	3,911 41	9,705 47	7,195 72	3,348 21	392 50	599 37	419 55	25,572 23
1892	29,517 49	27,400 52	13,279 77	70,197 78	2,404 31	10,151 37	7,431 24	3,391 72	566 0	794 65	422 30	25,161 59
1893	31,848 35	30,050 84	12,855 36	74,754 55	3,805 97	10,628 21	7,496 17	3,487 45	397 75	599 43	443 62	26,859 60
1894	30,951 81	19,812 21	10,367 17	61,131 19	3,984 67	11,797 25	7,512 5	3,572 25	407 25	759 38	460 32	28,400 17
1895	30,563 85	28,246 56	13,429 85	72,240 26	3,958 27	11,103 27	7,107 72	3,621 75	493 25	698 42	480 0	27,462 68
1896	31,578 71	32,354 37	18,315 86	82,248 94	4,062 94	12,381 87	7,203 56	3,696 76	516 25	751 14	486 62	29,099 14
1897	31,344 32	27,386 82	19,534 27	78,265 41	4,099 11	12,472 16	7,074 49	3,933 8	516 25	825 36	567 0	29,487 45
1898	33,118 27	30,057 83	18,908 56	82,084 66	4,665 19	14,525 30	7,242 74	4,791 52	556 25	716 51	736 50	33,234 1
1899	33,460 72	31,625 43	21,168 57	86,254 72	5,087 45	13,870 62	7,754 36	5,379 47	549 49	927 13	735 50	34,304 2

(*Continued over*)

Statement of Commutation Money spent, &c.—*contd.*

Year.	Northern Province.						Southern Province.			
	Jaffna District.	Pallai District.	Vavuniya District.	Mullaittivu District.	Mannar District.	Totals for the Northern Province.	Galle District.	Matara District.	Hambantota District.	Totals for the Southern Province.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1875	10,511 93	9,236 24	1,129 14	1,066 86	4,183 96	26,128 13	13,700 93	15,015 47	3,649 24	32,365 64
1876	12,096 50	12,390 27	1,230 0	1,066 20	4,216 85	30,999 82	13,499 1	15,253 72	4,224 31	32,977 4
1877	12,096 63	10,795 53	1,927 15	1,074 50	4,216 94	30,110 75	13,792 95	14,538 48	5,255 94	33,587 37
1878	12,995 41	10,799 89	1,421 85	783 0	2,554 56	28,554 71	13,632 32	12,152 62	4,616 90	30,401 84
1879	13,096 65	10,799 95	1,507 83	1,071 74	2,831 87	29,308 4	13,652 10	14,411 70	3,999 89	32,063 69
1880	11,505 60	10,799 48	1,819 59	630 0	3,634 85	28,489 52	12,228 70	14,188 24	4,997 86	31,414 80
1881	11,699 55	10,779 79	1,869 84	630 0	3,634 81	28,663 99	12,555 56	14,701 83	4,450 0	31,707 39
1882	13,097 14	10,042 58	1,733 0	594 14	3,561 58	29,028 44	13,140 36	14,194 0	5,399 36	32,733 72
1883	13,096 19	10,042 71	1,581 66	680 80	3,332 82	28,734 18	11,138 66	15,204 0	4,998 0	31,340 66
1884	12,777 91	9,842 73	1,033 9	659 43	3,466 57	27,779 73	11,292 31	12,254 50	5,236 50	28,783 31
1885	12,621 4	8,463 51	1,640 0	609 26	3,693 38	27,027 19	13,312 45	14,846 75	4,951 50	33,110 70
1886	12,807 72	7,817 26	1,445 97	604 43	3,488 35	26,163 73	11,464 2	11,875 87	5,006 54	28,346 43
1887	14,534 29	7,221 35	1,538 85	653 23	3,305 67	27,253 39	11,478 98	12,990 45	4,459 93	28,859 36
1888	16,870 36	7,122 50	2,208 54	363 29	3,857 66	30,422 35	15,751 97	22,669 18	3,139 9	41,560 24
1889	13,629 92	6,504 80	871 69	251 86	3,921 20	25,179 47	17,953 3	18,837 99	4,901 96	41,692 98
1890	12,362 70	7,012 4	1,886 73	324 18	3,506 84	25,092 49	21,362 20	15,938 85	5,250 40	42,551 45
1891	15,296 13	5,426 19	1,065 88	401 21	4,288 28	26,477 69	21,391 74	16,597 61	5,457 67	43,447 2
1892	15,559 96	5,382 77	1,008 40	351 85	4,271 5	26,574 3	21,374 12	17,530 90	5,453 89	44,358 91
1893	16,263 21	5,537 82	1,124 7	309 10	4,093 86	27,328 6	21,919 59	18,987 22	5,735 46	46,642 27
1894	16,282 0	5,448 44	912 85	381 33	4,085 82	27,110 44	23,348 99	18,969 20	4,853 62	47,171 81
1895	16,275 13	5,549 19	911 68	363 23	4,085 24	27,184 47	22,924 74	18,927 87	4,839 66	46,692 27
1896	16,395 91	5,713 53	930 81	368 99	4,094 94	27,504 18	23,361 35	19,184 8	4,819 79	47,365 22
1897	16,383 90	5,683 0	892 61	369 4	3,999 97	27,328 52	24,250 20	20,424 95	5,056 22	49,731 37
1898	18,476 63	6,647 0	1,036 25	443 63	4,027 0	30,630 51	22,834 25	18,991 16	2,190 21	44,015 62
1899	16,917 41	6,459 69	2,477 75	503 11	4,009 38	30,367 34	20,992 46	17,449 32	4,730 13	43,171 91

Statement of Commutation Money spent, &c.—*contd.*

Year.	Eastern Province.				North-Western Province.					North-Central Province.			
	Batticaloa District.	Kalmunai District.	Trincomalee District.	Totals for the Eastern Province.	Kurunegala District.	Puttalam District.	Chilaw District.	Dandugama District.	Totals for the North-Western Province.	Anuradhapura District.	Mihintale District.	Maradankadawela District.	Totals for the North-Central Province.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1875	5,369 11	—	3,412 94	8,782 5	22,410 64	6,057 4	1,247 93	—	29,715 63	614 26	978 80	2,420 49	4,013 55
1876	5,374 47	—	2,996 99	8,371 46	22,492 30	6,487 24	1,563 99	—	30,543 53	963 83	4,009 13	3,359 23	8,332 19
1877	4,870 44	—	2,865 95	7,736 39	24,549 57	7,145 40	1,571 27	—	33,266 24	476 98	4,347 57	1,949 91	6,774 46
1878	3,970 40	—	2,878 42	6,848 82	23,719 9	7,199 69	1,746 0	2,988 88	35,653 66	743 40	4,142 40	2,483 52	7,369 32
1879	3,998 53	—	2,988 39	6,996 89	23,715 7	7,265 12	2,495 89	4,498 0	37,974 8	1,644 46	3,507 30	2,499 64	7,651 40
1880	3,905 78	—	2,710 55	6,616 33	22,834 4	7,235 15	2,485 10	4,494 96	37,049 25	750 0	4,049 35	2,499 28	7,298 63
1881	5,497 66	1,249 99	3,049 31	9,796 96	23,719 70	7,259 49	2,494 51	4,497 59	37,971 29	2,598 21	3,949 91	2,297 38	8,845 50
1882	5,499 41	1,250 0	2,534 8	9,283 49	24,128 58	4,177 25	2,485 59	4,498 40	35,289 82	2,687 91	3,993 39	2,298 39	8,979 69
1883	5,486 32	1,250 0	2,969 65	9,705 97	25,548 99	3,151 34	1,999 95	3,500 46	34,200 74	750 0	6,047 73	2,498 9	9,295 82
1884	4,154 79	1,131 66	2,974 63	8,261 8	23,452 8	2,172 85	2,839 82	3,684 33	32,149 8	1,297 60	3,681 22	2,372 15	7,350 0
1885	4,873 3	943 96	1,730 54	7,547 53	24,342 82	2,140 47	2,105 20	2,997 79	31,586 28	2,709 0	4,047 89	2,174 33	8,931 22
1886	4,770 39	1,121 91	1,123 31	7,016 61	23,771 83	1,975 89	2,054 80	2,971 36	30,773 88	2,249 87	3,901 80	2,442 46	8,574 13
1887	5,061 69	1,274 79	1,124 96	7,461 44	19,171 65	2,376 26	2,152 83	3,797 93	27,498 67	1,801 96	3,989 22	2,479 72	8,270 90
1888	10,283 65	5,911 62	1,566 98	17,762 25	25,335 14	2,820 98	2,342 18	4,447 52	34,945 82	2,163 30	3,835 21	2,399 64	8,398 15
1889	9,128 0	4,894 50	919 56	14,942 6	24,803 82	2,318 15	6,858 80	4,169 43	38,150 20	2,830 87	3,956 58	2,474 13	8,761 58
1890	6,786 26	4,494 96	623 16	11,904 38	24,552 85	996 46	6,153 23	4,230 53	35,933 7	2,198 45	4,800 0	3,097 81	10,096 26
1891	9,099 89	4,837 36	858 74	14,795 99	24,215 92	1,444 41	6,758 0	4,092 21	36,510 54	3,924 72	4,044 20	2,499 1	10,467 93
1892	8,678 31	5,067 17	1,074 42	14,819 90	20,032 46	1,165 40	5,983 97	8,668 64	35,850 47	3,384 45	2,748 58	2,910 65	9,043 68
1893	6,999 3	7,496 67	995 59	15,491 29	18,277 42	1,234 86	7,475 17	8,704 94	35,692 39	4,095 80	3,484 32	2,979 26	10,559 38
1894	6,899 73	7,489 53	1,097 9	15,486 35	17,517 69	1,200 38	5,890 42	10,371 72	34,980 21	4,013 32	3,467 57	2,995 19	10,476 8
1895	7,149 60	7,499 9	1,025 69	15,674 38	17,524 89	1,199 66	8,026 57	8,294 40	35,045 52	155 56	3,605 61	3,272 96	11,034 13
1896	7,411 25	4,936 9	1,489 79	13,837 13	17,523 95	1,748 53	8,058 79	8,376 16	35,707 43	2,501 44	3,308 56	2,168 74	7,978 74
1897	8,496 65	5,858 8	1,775 90	16,130 63	15,002 89	2,688 22	7,703 5	7,337 37	32,731 53	3,383 50	3,598 11	2,742 41	9,724 2
1898	8,965 0	5,860 52	1,907 13	16,732 65	16,318 3	2,647 15	8,470 36	8,913 43	36,348 97	3,785 4	4,239 45	2,574 3	10,598 52
1899	9,999 49	6,496 14	1,972 60	18,468 23	15,670 86	2,864 98	8,902 58	8,964 68	36,403 10	4,144 8	3,012 63	2,917 88	10,074 59

(*Continued over*)

Statement of Commutation Money spent, &c.—*contd.*

Year.	Province of Uva.				Province of Sabaragamuwa.			
	Badulla District.	Passara District.	Koslanda District.	Totals for the Province of Uva.	Ratnapura District.	Avisawella District.	Kegalla District.	Totals for the Province of Sabaragamuwa.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1875	1,594 35	2,944 83	5,367 24	9,906 42	27,144 17	4,998 98	9,795 47	41,938 62
1876	2,055 75	3,460 7	6,913 48	12,429 30	22,714 55	5,178 87	9,788 31	37,681 73
1877	1,635 26	2,943 75	5,113 59	9,692 60	15,632 72	3,948 76	9,710 75	29,292 23
1878	2,104 39	2,451 7	4,735 98	9,291 44	15,719 8	4,045 4	9,173 15	28,937 27
1879	2,208 53	2,670 34	4,632 76	9,511 63	14,884 5	4,060 94	9,303 25	28,248 24
1880	1,459 10	2,702 81	5,296 24	9,458 15	15,732 7	4,058 77	9,266 43	29,057 27
1881	869 74	2,978 79	4,102 3	7,950 56	6,940 85	3,471 12	9,567 34	19,979 31
1882	2,208 37	2,320 50	4,154 68	8,683 55	8,146 71	3,257 29	9,566 60	19,970 60
1883	2,262 55	2,320 50	3,564 72	8,147 77	8,142 37	2,258 66	10,929 83	21,330 86
1884	3,306 80	3,311 0	2,275 95	10,593 75	6,874 21	3,767 26	8,547 9	19,188 56
1885	1,828 61	1,876 58	1,125 20	4,830 39	5,745 80	1,759 66	10,050 84	17,555 50
1886	2,871 83	1,917 71	1,683 44	6,472 98	4,878 77	3,128 93	10,338 81	18,396 51
1887	2,990 21	2,085 73	3,248 20	8,323 64	6,888 59	5,261 31	10,502 75	22,652 65
1888	3,340 70	2,649 13	3,278 43	9,268 26	4,404 50	2,627 39	12,681 92	19,713 81
1889	1,643 74	1,993 75	2,749 75	6,387 24	8,093 9	6,834 31	10,479 6	25,406 46
1890	1,866 81	2,241 83	2,762 75	6,871 36	8,110 46	6,9 5 36	10,445 20	25,461 2
1891	1,847 7	2,249 10	2,757 35	6,853 52	8,095 24	7,932 91	11,492 7	27,520 22
1892	1,860 52	2,249 99	2,763 45	6,873 96	8,230 78	7,799 48	11,776 65	27,806 91
1893	4,127 39	2,249 46	499 71	6,876 56	6,797 83	7,583 79	12,332 19	26,713 81
1894	4,125 1	2,250 0	500 0	6,875 1	6,814 7	7,528 1	12,318 84	26,660 92
1895	4,126 15	2,249 55	500 0	6,875 70	6,782 21	8,178 42	13 201 76	28,162 39
1896	4,793 87	2,499 96	500 0	7,793 83	8,036 73	7,230 23	13,497 32	28,764 28
1897	5,707 26	3,200 0	500 0	9,407 26	7,939 65	7,397 52	13,558 85	28,896 2
1898	5,667 76	3,599 80	500 0	9,767 56	6,656 25	10,203 31	14,132 80	30,992 96
1899	6,156 34	3,500 0	700 0	10,356 34	6,471 94	10,341 5	11,955 49	28,768 48

Return of the Outlay on Minor Roads in each District of the Island from 1875 to 1899.

Year.	District.	Expenditure on all Minor Roads and Br'dges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	WESTERN PROVINCE.	Rs. c.	Rs. c.	Rs. c.	Rs c.	Rs. c.
1875	Colombo, Negombo, and Kalutara ...	Ratnapura and Kegalla are also included in the Province.	Figures not available.	Figures not available.	—	66,428 12
1876	Do. ...				—	70,368 0
1877	Do. ...				—	77,899 68
1878	Do. ...				—	80,386 33
1879	Do. ...				—	63,029 1
1880	Do. ...				—	53,502 10
1881	Do. ...				—	67,409 72
1882	Do. ...				—	72,126 9
1883	Do. ...				—	78,549 39
1884	Do. ...				—	62,660 82
						692,359 26
1885	Colombo ...	26,086 16	8,832 61	—	34,918 77	
1885	Negombo ...	10,753 84	2,303 8	—	13,056 92	
1885	Kalutara ...	12,538 12	7,709 14	—	20,247 26	
						68,222 95
1886	Colombo ...	31,271 34	9,919 85	—	41,191 19	
1886	Negombo ...	11,913 97	1,660 0	—	13,573 97	
1886	Kalutara ...	29,084 11	7,100 0	—	36,184 11	
						90,949 27
1887	Colombo ...	33,032 90	9,324 19	—	42,357 9	
1887	Negombo ...	7,906 10	1,610 0	—	9,516 10	
1887	Kalutara ...	25,272 56	7,120 0	—	32,392 56	
						84,265 75
1888	Colombo ...	51,384 94	9,585 0	5,000 0	65,969 94	
1888	Negombo ...	7,541 90	1,620 0	—	9,161 90	
1888	Kalutara ...	30,058 71	7,615 0	—	32,673 71	
						112,805 55
1889	Colombo ...	51,883 51	10,830 0	5,000 0	67,713 51	
1889	Negombo ...	8,556 77	1,010 0	—	9,566 77	
1889	Kalutara ...	29,246 50	9,350 0	—	38,596 50	
						115,876 78
1890	Colombo ...	44,304 84	11,002 50	—	55,307 34	
1890	Negombo ...	15,409 68	830 0	—	16,239 68	
1890	Kalutara ...	22,400 0	5,118 24	—	27,518 24	
						99,065 26
1891	Colombo ...	49,387 65	11,510 0	—	60,897 65	
1891	Negombo ...	15,888 72	930 0	—	16,818 72	
1891	Kalutara ...	27,289 30	6,839 4	2,000 0	36,128 34	
						113,844 71
1892	Colombo ...	56,378 63	12,528 34	—	68,906 97	
1892	Negombo ...	12,363 36	1,400 0	—	13,763 36	
1892	Kalutara ...	22,748 39	4,666 23	—	27,414 62	
						110,084 95
1893	Colombo ...	46,707 31	13,923 83	—	60,631 14	
1893	Negombo ...	17,374 10	1,830 0	—	19,204 10	
1893	Kalutara ...	24,257 89	5,200 26	—	29,458 15	
						109,293 39
1894	Colombo ...	52,295 81	15,543 81	—	67,839 62	
1894	Negombo ...	14,617 84	1,915 50	—	16,533 34	
1894	Kalutara ...	20,695 66	6,360 69	—	27,056 35	
						111,429 31
1895	Colombo ...	61,157 87	16,388 54	—	77,546 41	
1895	Negombo ...	13,957 36	1,765 65	—	15,723 1	
1895	Kalutara ...	20,975 81	5,665 81	—	26,641 62	
						119,911 4
1896	Colombo ...	60,856 66	20,509 29	—	81,365 95	
1896	Negombo ...	11,733 37	1,910 0	—	13,643 37	
1896	Kalutara ...	24,981 54	6,290 71	—	31,272 25	
						126,281 57
1897	Colombo ...	59,807 58	20,950 11	—	80,757 69	
1897	Negombo ...	18,772 63	2,000 0	—	20,772 63	
1897	Kalutara ...	27,266 32	5,618 89	—	32,885 21	
						134,415 53
1898	Colombo ...	48,897 49	18,497 79	—	67,395 28	
1898	Negombo ...	18,019 72	1,915 0	—	19,934 72	
1898	Kalutara ...	26,478 38	5,574 21	—	32,052 59	
						119,382 59
1899	Colombo ...	91,161 30	19,083 98	—	110,245 28	
1899	Negombo ...	21,623 58	1,625 0	—	23,248 58	
1899	Kalutara ...	35,960 88	5,278 2	—	41,238 90	
						174,732 76
			Grand Total for the Western Province...			2,382,920 67

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	CENTRAL PROVINCE.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1875	Kandy ...	10,725 57	6,189 4	8,749 50	25,664 11	
1875	Badulla ...	6,888 19	—	1,799 37	8,687 56	
1875	Matale ...	8,039 38	—	—	8,039 38	
1875	Nuwara Eliya ...	2,911 66	—	—	2,911 66	
						45,302 71
1876	Kandy ...	12.269 16	6,831 75	10,000 0	29,100 0	
1876	Badulla ...	11,719 30	—	1,714 19	13,433 49	
1876	Matale ...	14,321 2	900 0	—	15,221 2	
1876	Nuwara Eliya ...	4,368 46	—	—	4,368 46	
						62,123 88
1877	Kandy ...	10,802 34	8,373 78	10,000 0	29,176 12	
1877	Badulla ...	7,004 34	—	1,784 99	8,789 33	
1877	Matale ...	6,803 34	—	—	6,803 34	
1877	Nuwara Eliya ...	4,325 74	—	—	4,325 74	
						49,094 53
1878	Kandy ...	19,308 38	2,747 99	10,000 0	32,056 37	
1878	Badulla ...	6,519 80	—	1,795 87	8.315 67	
1878	Matale ...	4,843 59	—	405 35	5,248 94	
1878	Nuwara Eliya ...	8,523 64	—	—	8,523 64	
						54,144 62
1879	Kandy ...	15,549 6	2,908 51	5,419 58	23,877 15	
1879	Badulla ...	7,778 1	—	1,741 0	9,519 1	
1879	Matale ...	5,920 3	200 0	—	6,120 3	
1879	Nuwara Eliya ...	5,883 24	—	—	5,883 24	
						45,399 43
1880	Kandy ...	19,779 52	2,823 15	12,772 69	35,375 36	
1880	Badulla ...	5,042 62	—	1,750 0	6,792 62	
1880	Matale ...	5,726 43	300 0	490 0	6,516 43	
1880	Nuwara Eliya ...	1,874 22	—	—	1,874 22	
						50,558 63
1881	Kandy ...	16,053 49	2,000 0	6,105 24	24,158 73	
1881	Badulla ...	7,509 13	—	—	7,509 13	
1881	Matale ...	4,615 68	270 0	357 14	5,242 82	
1881	Nuwara Eliya ...	8,069 49	—	—	8,069 49	
						44,980 17
1882	Kandy ...	26,239 21	945 17	8,000 0	53,184 38	
1882	Badulla ...	12,845 77	—	—	12,845 77	
1882	Matale ...	6,091 37	300 0	56 67	6,448 4	
1882	Nuwara Eliya ...	4,975 4	—	—	4,975 4	
						59,453 23
1883	Kandy ...	32,607 63	799 97	6,000 0	39,407 60	
1883	Badulla ...	15,794 23	—	1,485 20	17,279 43	
1883	Matale ...	6,004 21	—	49 37	6,053 58	
1883	Nuwara Eliya ...	3,935 65	—	—	3,935 65	
						66,676 26
1884	Kandy ...	30,031 56	689 31	6,657 83	37,378 70	
1884	Badulla ...	11,793 32	—	—	11,793 32	
1884	Matale ...	9,490 45	—	12 58	9,503 3	
1884	Nuwara Eliya ...	7,978 60	—	—	7,978 60	
						66,653 65
1885	Kandy ...	30,406 85	1,328 71	15,000 0	46,735 56	
1885	Badulla ...	10,198 85	—	—	10,198 85	
1885	Matale ...	12,396 13	240 0	498 99	13,135 12	
1885	Nuwara Eliya ...	6,853 0	—	—	6,853 0	
						76,922 53
1886	Kandy ...	16,654 98	300 0	5,953 6	22,908 4	
1886	Matale ...	11,842 9	210 0	5,000 0	17,052 9	
1886	Nuwara Eliya ...	6,122 57	—	—	6,122 57	
						46,082 70
1887	Kandy ...	15,497 67	—	695 49	16,193 16	
1887	Matale ...	7,567 56	—	—	7,567 56	
1887	Nuwara Eliya ...	12,024 44	—	—	12,024 44	
						35,785 16
1888	Kandy ...	13,891 63	—	600 0	14,491 63	
1888	Matale ...	8,622 21	—	—	8,622 21	
1888	Nuwara Eliya ...	8,126 83	—	—	8,126 83	
						31,240 67
1889	Kandy ...	16,209 62	1,600 0	500 0	18,309 62	
1889	Matale ...	10,651 2	—	—	10,651 2	
1889	Nuwara Eliya ...	6,145 73	—	—	6,145 73	
						35,106 37
1890	Kandy ...	18,117 90	1,600 0	5,500 0	25,217 90	
1890	Matale ...	8,530 40	—	—	8,530 40	
1890	Nuwara Eliya ...	6,233 99	—	—	6,233 99	
						39,982 29
1891	Kandy ...	19,221 7	2,308 95	5,500 0	27,030 2	
1891	Matale ...	6,224 64	261 27	—	6,485 91	
1891	Nuwara Eliya ...	6,719 61	—	—	6,719 61	
						40,235 54

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	CENTRAL PROVINCE—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1892	Kandy ...	19,012 43	1,950 0	5,500 0	26,462 43	
1892	Matale ...	6,448 13	240 0	—	6,688 13	
1892	Nuwara Eliya ...	7,004 26	—	—	7,004 26	
						40,154 82
1893	Kandy ...	25,367 98	2,530 0	5,500 0	33,397 98	
1893	Matale ...	7,119 84	591 0	—	7,710 84	
1893	Nuwara Eliya ...	6,793 62	—	800 0	7,593 62	
						48,702 44
1894	Kandy ...	23,142 97	2,780 0	5,500 0	31,422 97	
1894	Matale ...	6,142 21	516 0	3,043 0	9,701 21	
1894	Nuwara Eliya ...	5,812 26	—	—	5,812 26	
						46,936 44
1895	Kandy ...	23,080 55	3,057 0	5,500 0	31,637 55	
1895	Matale ...	8,379 89	26 0	—	8,405 89	
1895	Nuwara Eliya ...	7,396 42	—	675 0	8,071 42	
						48,114 86
1896	Kandy ...	24,210 91	3,980 0	10,500 0	38,690 91	
1896	Matale ...	10,503 45	—	500 0	11,003 45	
1896	Nuwara Eliya ...	7,083 90	—	375 0	7,458 90	
						57,153 26
1897	Kandy ...	27,655 62	1,010 0	5,500 0	34,165 62	
1897	Matale ...	7,490 58	—	—	7,490 58	
1897	Nuwara Eliya ...	9,293 30	—	675 0	9,968 30	
						51,624 50
1898	Kandy ...	28,787 43	913 0	500 0	30,200 43	
1898	Matale ...	4,854 88	—	—	4,854 88	
1898	Nuwara Eliya ...	8,222 54	—	795 0	9,017 54	
						44,072 85
1899	Kandy ...	21,220 60	850 0	5,500 0	27,570 60	
1899	Matale ...	7,147 84	—	—	7,147 84	
1899	Nuwara Eliya ...	7,752 68	—	675 0	8,427 68	
						43,146 12
	NORTHERN PROVINCE.		Grand Total for the Central Province ...			1,229,647 66
1875	Jaffna ...	32,791 46	—	4,511 54	37,303 0	
1875	Mannar ...	75 0	—	—	75 0	
1875	Mullaittivu ...	417 93	—	—	417 93	
						37,795 93
1876	Jaffna ...	20,857 85	—	1,769 33	22,627 18	
1876	Mannar ...	4,077 51	—	—	4,077 51	
1876	Mullaittivu ...	1,297 2½	—	—	1,297 2½	
						28,001 71½
1877	Jaffna ...	18,701 74	—	4,511 91	23,213 65	
1877	Mannar ...	600 66	—	—	600 66	
1877	Mullaittivu ...	473 70½	—	—	473 70½	
						24,288 1½
1878	Jaffna ...	25,535 57	—	4,517 3	30,052 60	
1878	Mannar ...	2,500 17	—	—	2,500 17	
1878	Mullaittivu ...	1,371 19	—	—	1,371 19	
						33,923 96
1879	Jaffna ...	21,573 41	—	4,500 0	26,073 41	
1879	Mannar ...	3,488 77	—	—	3,488 77	
1879	Mullaittivu ...	114 89	—	—	114 89	
						29,677 7
1880	Jaffna ...	10,886 32	—	4,678 59	15,564 91	
1880	Mannar ...	2,991 0	—	—	2,991 0	
1880	Mullaittivu ...	209 75	—	—	209 75	
1880	Vavuniya ...	1,362 49	—	—	1,362 49	
						20,128 15
1881	Jaffna ...	12,525 6	—	1,606 90	14,131 96	
1881	Mannar ...	2,702 76	—	—	2,702 76	
1881	Mullaittivu ...	2,225 86	—	999 95	3,225 81	
1881	Vavuniya ...	1,627 28	—	1,993 15	3,620 43	
						23,680 96
1882	Jaffna ...	18,701 83	—	2,600 0	21,301 83	
1882	Mannar ...	3,262 58	—	—	3,262 58	
1882	Mullaittivu ...	803 84	—	998 26	1,802 10	
1882	Vavuniya ...	1,190 97	—	996 47	2,187 44	
						28,553 95
1883	Jaffna ...	15,558 45	—	2,400 50	17,958 95	
1883	Mannar ...	2,595 2	—	—	2,595 2	
1883	Mullaittivu ...	219 30	—	599 17	818 47	
1883	Vavuniya ...	775 25	—	410 50	1,185 75	
						22,558 19
1884	Jaffna ...	13,243 40	—	2,400 0	15,643 40	
1884	Mannar ...	2,114 88	—	—	2,114 88	
1884	Mullaittivu ...	1,167 79	—	600 0	1,767 79	
1884	Vavuniya ...	988 55	—	600 0	1,588 55	
						21,114 62

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	NORTHERN PROVINCE—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1885	Jaffna ...	25,942 47	—	4,000 0	29,942 47	
1885	Mannar ...	1,369 89	—	—	1,369 89	
1885	Mullaittivu ...	557 29	—	973 41	1,530 70	
1885	Vavuniya ...	567 99	—	999 98	1,567 97	
						34,411 3
1886	Jaffna ...	16,677 95	—	247 25	16,925 20	
1886	Mannar ...	2,428 55	—	—	2,428 55	
1886	Mullaittivu ...	881 15	—	—	881 15	
1886	Vavuniya ...	784 97	—	—	784 97	
						21,019 87
1887	Jaffna ...	15,772 19	—	354 84	16,127 3	
1887	Mannar ...	2,299 99	—	—	2,299 99	
1887	Mullaittivu ...	308 25	—	—	308 25	
1887	Vavuniya ...	1,014 95	—	—	1,014 95	
						19,750 22
1888	Jaffna ...	10,888 98	—	400 98	11,289 96	
1888	Mannar ...	1,638 85	—	—	1,638 85	
1888	Mullaittivu ...	1,034 65	—	—	1,034 65	
1888	Vavuniya ...	970 28	—	—	970 28	
						14,933 74
1889	Jaffna ...	12,578 48	—	368 88	12,947 36	
1889	Mannar ...	1,651 16	—	42 0	1,693 16	
1889	Mullaittivu ...	1,202 44	—	—	1,202 44	
1889	Vavuniya ...	698 91	—	—	698 91	
						16,541 87
1890	Jaffna ...	14,037 2	—	366 18	14,403 20	
1890	Mannar ...	2,480 31	—	49 35	2,529 66	
1890	Mullaittivu ...	892 0	—	—	892 0	
1890	Vavuniya ...	1,950 27	—	—	1,950 27	
						19,775 13
1891	Jaffna ...	17,264 90	—	352 54	17,617 44	
1891	Mannar ...	1,668 46	—	50 0	1,718 46	
1891	Mullaittivu ...	806 56	—	—	806 56	
1891	Vavuniya ...	1,193 26	—	—	1,193 26	
						21,335 72
1892	Jaffna ...	17,707 75	—	354 98	18,062 73	
1892	Mannar ...	1,578 81	—	50 0	1,628 81	
1892	Mullaittivu ...	1,010 80	—	—	1,010 80	
1892	Vavuniya ...	1,112 39	—	—	1,112 39	
						21,814 73
1893	Jaffna ...	13,571 12	—	2,828 89	16,400 1	
1893	Mannar ...	1,881 12	—	250 0	2,131 12	
1893	Mullaittivu ...	1,082 52	—	—	1,082 52	
1893	Vavuniya ...	885 58	—	—	885 58	
						20,499 23
1894	Jaffna ...	18,784 83	—	2,171 11	20,955 94	
1894	Mannar ...	2,229 38	—	250 0	2,479 38	
1894	Mullaittivu ...	819 35	—	—	819 35	
1894	Vavuniya ...	1,422 38	—	—	1,422 38	
						25,677 5
1895	Jaffna ...	22,387 74	—	—	22,387 74	
1895	Mannar ...	1,889 91	—	250 0	2,139 91	
1895	Mullaittivu ...	1,103 9	—	—	1,103 9	
1895	Vavuniya ...	1,543 89	—	749 80	2,293 69	
						27,924 43
1896	Jaffna ...	13,146 98	—	—	13,146 98	
1896	Mannar ...	2,644 69	—	300 0	3,944 69	
1896	Mullaittivu ...	1,100 39	—	—	1,100 39	
1896	Vavuniya ...	1,468 76	—	567 24	2,036 0	
						19,228 6
1897	Jaffna ...	14,797 1	—	—	14,797 1	
1897	Mannar ...	2,058 16	—	300 0	2,358 16	
1897	Mullaittivu ...	968 5	—	—	968 5	
1897	Vavuniya ...	1,047 97	—	277 0	1,324 97	
						19,448 19
1898	Jaffna ...	11,601 6	—	—	11,601 6	
1898	Mannar ...	1,980 60	—	300 0	2,280 60	
1898	Mullaittivu ...	4,515 65	—	640 0	5,155 65	
						19,037 31
1899	Jaffna ...	14,847 17	—	2,916 7	17,763 24	
1899	Mannar ...	2,580 41	—	450 0	3,030 41	
1899	Mullaittivu ...	3,133 3	—	554 34	3,687 37	
						24,481 2
	SOUTHERN PROVINCE.		Grand Total	for the Northern Province ...		595,600 16
1875	Galle ...	28,734 42	—	—	28,734 42	
1875	Matara ...	24,617 25	—	2,260 76	26,878 1	
1875	Hambantota ...	7,822 24	—	1,777 61	9,599 85	
						65,212 28

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	SOUTHERN PROVINCE—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1876	Galle ...	27,493 22	—	—	27,493 22	
1876	Matara ...	19,166 10	3,375 5	2,568 74	25,109 89	
1876	Hambantota ...	8,412 12	—	1,919 59	10,331 71	
						62,934 82
1877	Galle ...	22,091 38	—	—	22,091 38	
1877	Matara ...	14,181 45	4,225 0	1,999 94	20,406 39	
1877	Hambantota ...	6,928 69	—	1,627 65	8,556 34	
						51,054 11
1878	Galle ...	30,894 95	—	—	30,894 95	
1878	Matara ...	12,705 14	4,224 50	2,149 94	19,079 58	
1878	Hambantota ...	7,338 11	—	1,025 50	8,363 61	
						58,338 14
1879	Galle ...	22,480 38	—	—	22,480 38	
1879	Matara ...	10,528 37	4,225 0	940 82	15,694 19	
1879	Hambantota ...	5,595 44	—	2,000 0	7,595 44	
						45,770 1
1880	Galle ...	22,235 41	—	—	22,235 41	
1880	Matara ...	18,764 93	4,224 0	2,194 41	25,183 34	
1880	Hambantota ...	6,961 35	—	2,000 0	8,961 35	
						56,380 10
1881	Galle ...	31,047 99	—	—	31,047 99	
1881	Matara ...	12,533 72	4,225 0	1,999 24	18,757 96	
1881	Hambantota ...	10,904 66	—	2,000 0	12,904 66	
						62,710 61
1882	Galle ...	18,277 11	—	—	18,277 11	
1882	Matara ...	14,852 19	4,223 39	1,110 46	20,186 4	
1882	Hambantota ...	14,232 54	—	1,435 0	15,667 54	
						54,130 69
1883	Galle ...	16,210 27	—	—	16,210 27	
1883	Matara ...	14,706 7	4,216 43	664 72	19,587 22	
1883	Hambantota ...	9,840 54	—	900 0	10,740 54	
						46,538 3
1884	Galle ...	16,256 44	—	—	16,256 44	
1884	Matara ...	13,480 49	4,276 3	664 46	18,420 98	
1884	Hambantota ...	9,838 98	—	900 0	10,738 98	
						45,416 40
1885	Galle ...	10,540 25	—	—	10,540 25	
1885	Matara ...	11,877 51	4,279 56	1,599 66	17,756 73	
1885	Hambantota ...	9,786 95	—	2,250 0	12,036 95	
						40,333 93
1886	Galle ...	19,770 46	—	—	19,770 46	
1886	Matara ...	14,099 39	4,280 0	—	18,379 39	
1886	Hambantota ...	13,113 68	—	—	13,113 68	
						51,263 53
1887	Galle ...	24,096 70	—	—	24,096 70	
1887	Matara ...	14,856 74	3,994 45	—	18,851 19	
1887	Hambantota ...	9,680 42	—	—	9,680 42	
						52,628 31
1888	Galle ...	20,539 16	—	—	20,539 16	
1888	Matara ...	14,156 50	4,150 25	—	18,306 75	
1888	Hambantota ...	10,386 41	—		10,386 41	
						49,232 32
1889	Galle ...	15,461 17	—	—	15,461 17	
1889	Matara ...	11,052 59	5,885 26	—	16,937 85	
1889	Hambantota ...	9,105 18	—	400 0	9,505 18	
						41,904 20
1890	Galle ...	19,477 57	1,980 0	—	21,457 57	
1890	Matara ...	12,179 26	6,270 54	—	18,449 80	
1890	Hambantota ...	10,630 31	—	400 0	11,030 31	
						50,937 68
1891	Galle ...	16,070 90	3,300 0	—	19,370 90	
1891	Matara ...	10,029 79	6,094 51	—	16,124 30	
1891	Hambantota ...	11,796 4	—	400 0	12,196 4	
						47,691 24
1892	Galle ...	15,379 7	3,150 0	—	18,529 7	
1892	Matara ...	13,259 97	6,306 12	—	19,566 9	
1892	Hambantota ...	11,956 12	—	400 0	12,356 12	
						50,451 28
1893	Galle ...	34,474 15	3,721 0	1,000 0	39,195 15	
1893	Matara ...	21,067 62	5,909 89	—	26,977 51	
1893	Hambantota ...	11,098 91	—	400 0	11,498 91	
						77,671 57
1894	Galle ...	20,848 62	3,725 0	—	24,573 62	
1894	Matara ...	11,176 73	5,999 26	—	17,175 99	
1894	Hambantota ...	11,985 12	—	400 0	12,386 12	
						54,135 73
1895	Galle ...	22,409 61	3,650 0	—	26,059 61	
1895	Matara ...	11,101 99	5,538 7	—	16,640 6	
1895	Hambantota ...	11,986 84	—	400 0	12,386 84	
						55,086 51

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	SOUTHERN PROVINCE—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1896	Galle ...	26,665 7	3,650 0	2,373 0	32,688 7	
1896	Matara ...	17,016 89	6,465 21	—	23.482 10	
1896	Hambantota ...	12,179 84	—	400 0	12,579 84	68,750 1
1897	Galle ...	23,974 40	3,910 0	—	27,884 40	
1897	Matara ...	17,467 41	6,564 19	—	24.031 60	
1897	Hambantota ...	13,418 43	—	400 0	13,818 43	65,734 43
1898	Galle ..	28,751 93	4,100 0	—	32.851 93	
1898	Matara ...	13,662 57	6,684 32	—	20,346 89	
1898	Hambantota ...	15,500 33	—	400 0	15,900 33	69,099 15
1899	Galle ...	24,837 61	3,910 0	1,000 0	29,747 61	
1899	Matara ...	13,973 90	6,769 0	—	20,742 90	
1899	Hambantota ...	19,688 70	—	400 0	20,088 70	70,579 21
	EASTERN PROVINCE.		Grand Total	for the Southern Province ...		1,393,984 29
1875	Batticaloa ...	12,119 95	—	4,000 0	16,119 95	
1875	Trincomalee ...	934 82	—	1,500 0	2,434 82	18,554 77
1876	Batticaloa ...	12,110 66	—	4,000 0	16.110 66	
1876	Trincomalee ...	4,103 52	—	1,500 0	5,603 52	21,714 18
1877	Batticaloa ...	10,352 34	—	4,000 0	14.352 34	
1877	Trincomalee ...	1,635 20	—	1,500 0	3,135 20	17,487 54
1878	Batticaloa ...	9,521 98	—	4,000 0	13,521 98	
1878	Trincomalee ...	2,416 51	—	1,500 0	3,916 51	17,438 49
1879	Batticaloa ...	8,181 94	—	4,000 0	12,181 94	
1879	Trincomalee ...	1,808 44	—	1,500 0	3.308 44	15,490 38
1880	Batticaloa ...	19,485 29	—	4,000 0	23.485 29	
1880	Trincomalee ...	1,702 20	—	1,500 0	3,202 20	26,687 49
1881	Batticaloa ...	5,580 68	—	3,200 0	8,780 68	
1881	Trincomalee ...	3,283 67	—	1,200 0	4,483 67	13,264 35
1882	Batticaloa ...	9,225 60	—	3,200 0	12,425 60	
1882	Trincomalee ...	2,024 69	—	1,200 0	3,224 69	15,650 29
1883	Batticaloa ...	8,209 95	—	2,400 0	10,609 95	
1883	Trincomalee ...	2,100 49	—	900 0	3.000 49	13,610 44
1884	Batticaloa ...	11,028 50	—	2,400 0	13,428 50	
1884	Trincomalee ...	1,786 44	—	900 0	2,686 44	16,114 94
1885	Batticaloa ...	9,876 50	—	4,000 0	13,876 50	
1885	Trincomalee ...	1,298 9	—	1,500 0	2,798 9	16,674 59
1886	Batticaloa ...	12,169 52	—	1,000 0	13,169 52	
1886	Trincomalee ...	1,587 55	—	500 0	2,087 55	15,257 7
1887	Batticaloa ...	4,659 70	—	1,000 0	5,659 70	
1887	Trincomalee ...	456 36	—	500 0	956 36	6,616 6
1888	Batticaloa ...	11,102 27	—	1,000 0	12,102 27	
1888	Trincomalee ...	693 11	—	500 0	1,193 11	13,295 38
1889	Batticaloa ...	13,898 62	—	1,000 0	14,898 62	
1889	Trincomalee ...	1,695 8	—	500 0	2,195 8	17,093 70
1890	Batticaloa ...	12,386 77	—	1,000 0	13,383 77	
1890	Trincomalee ...	2,162 56	—	500 0	2,662 56	16,049 33
1891	Batticaloa ...	10,495 93	—	1,000 0	11,495 93	
1891	Trincomalee ...	1,408 1	—	500 0	1,908 1	13,403 94
1892	Batticaloa ...	9,012 96	—	1,000 0	10,012 96	
1892	Trincomalee ...	1,098 21	—	500 0	1,598 21	11,611 17
1893	Batticaloa ...	21,422 79	—	1,000 0	22,422 79	
1893	Trincomalee ...	1,044 44	—	500 0	1,544 44	23,967 23
1894	Batticaloa ...	11,438 92	—	1,000 0	12,438 92	
1894	Trincomalee ...	754 67	—	500 0	1,254 67	13,693 59
1895	Batticaloa ...	9,870 1	—	1,000 0	10,870 1	
1895	Trincomalee ...	992 23	—	500 0	1,492 23	12,362 24

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	EASTERN PROVINCE—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1896	Batticaloa ...	8,793 24	—	1,000 0	9,793 24	
1896	Trincomalee ...	2,780 0	—	500 0	3,280 0	
						13,073 24
1897	Batticaloa ...	11,600 32	—	1,000 0	12,600 32	
1897	Trincomalee ...	3,453 36	—	500 0	3,953 36	
						16,553 68
1898	Batticaloa ...	14,672 59	—	1,000 0	15,672 59	
1898	Trincomalee ...	2,270 29	—	500 0	2,770 29	
						18,442 88
1899	Batticaloa ...	12,861 61	—	1,000 0	13,861 61	
1899	Trincomalee ...	1,742 7	—	500 0	2,242 7	
						16,103 68
	NORTH-WESTERN PROVINCE.		Grand Total	for the Eastern Province ...		400,210 65
1875	Kurunegala ...	33,685 25	500 0	3,566 16	37,751 41	
1875	Puttalam ...	8,051 82	—	1,093 35	9,145 17	
1875	Chilaw ...	—	—	—	—	
						46,896 58
1876	Kurunegala ...	22,425 90	830 0	1,538 60	24,794 50	
1876	Puttalam ...	11,666 95	—	2,340 20	14,007 15	
1876	Chilaw ...	—	—	—	—	
						38,801 65
1877	Kurunegala ...	25,977 25	375 0	2,786 28	29,138 53	
1877	Puttalam ...	14,307 75	—	2,087 75	16,395 50	
1877	Chilaw ...	—	—	—	—	
						45,534 3
1878	Kurunegala ...	24,176 44	—	2,189 66	26,366 10	
1878	Puttalam ...	12,978 45	—	2,456 33	15,434 78	
1878	Chilaw ...	—	—	—	—	
						41,800 88
1879	Kurunegala ...	21,325 25	—	1,878 62	23,203 87	
1879	Puttalam ...	5,452 92	—	2,130 26	7,583 18	
1879	Chilaw ...	—	—	—	—	
						30,787 5
1880	Kurunegala ...	13,269 20	—	1,960 81	15,230 1	
1880	Puttalam ...	4,057 75	—	1,810 60	5,868 35	
1880	Chilaw ...	—	—	—	—	
						21,098 36
1881	Kurunegala ...	19,909 37	—	1,461 0	21,370 37	
1881	Puttalam ...	3,959 17	—	1,969 50	5,928 67	
1881	Chilaw ...	—	—	—	—	
						27,299 4
1882	Kurunegala ...	7,764 45	—	1,600 0	9,364 45	
1882	Puttalam ...	3,905 76	—	1,400 0	5,305 76	
1882	Chilaw ...	—	—	—	—	
						14,670 21
1883	Kurunegala ...	10,602 60	—	2,200 0	12,802 60	
1883	Puttalam ...	4,341 61	—	1,100 0	5,441 61	
1883	Chilaw ...	—	—	—	—	
						18,244 21
1884	Kurunegala ...	10,028 0	—	2,200 0	12,228 0	
1884	Puttalam ...	3,880 26	—	1,100 0	4,980 26	
1884	Chilaw ...	—	—	—	—	
						17,208 26
1885	Kurunegala ...	10,902 86	—	3,300 0	14,202 86	
1885	Puttalam ...	4,733 54	—	2,200 0	6,933 54	
1885	Chilaw ...	—	—	—	—	
						21,136 40
1886	Kurunegala ...	10,331 67	—	—	10,331 67	
1886	Puttalam ...	7,629 12	—	—	7,629 12	
1886	Chilaw ...	—	—	—	—	
						17,960 79
1887	Kurunegala ...	18,568 14	—	534 0	19,102 14	
1887	Puttalam ...	10,870 41	—	266 0	11,136 41	
1887	Chilaw ...	—	—	—	—	
						30,238 55
1888	Kurunegala ...	27,890 6	—	534 0	28,424 6	
1888	Puttalam ...	1,647 87	—	88 0	1,735 87	
1888	Chilaw ...	5,202 13	4,510 0	178 0	9,890 13	
						40,050 6
1889	Kurunegala ...	22,726 27	—	534 0	23,260 27	
1889	Puttalam ...	3,282 82	—	88 0	3,370 82	
1889	Chilaw ...	6,784 83	6,160 0	178 0	13,122 83	
						39,753 92
1890	Kurunegala ...	13,264 92	—	534 0	13,798 92	
1890	Puttalam ...	2,616 57	—	88 0	2,704 57	
1890	Chilaw ...	7,604 60	4,120 0	178 0	11,902 60	
						28,406 9

Return of the Outlay on Minor Roads, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	North-Western Province—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1891	Kurunegala ...	16,104 41	—	534 0	16,638 41	
1891	Puttalam ...	2,511 69	—	88 0	2,599 69	
1891	Chilaw ...	6,410 29	4,321 64	178 0	10,909 93	
						30,148 3
1892	Kurunegala ...	30,078 70	—	534 0	30,612 70	
1892	Puttalam ...	2,265 60	—	88 0	2,353 60	
1892	Chilaw ...	8,189 78	5,840 0	178 0	14,207 78	
						47,174 8
1893	Kurunegala ...	7,317 4	—	400 0	7,717 4	
1893	Puttalam ...	2,153 96	—	400 0	2,553 96	
1893	Chilaw ...	9,446 89	6,759 69	178 0	16,384 58	
						26,655 58
1894	Kurunegala ...	19,788 73	—	400 0	20,188 73	
1894	Puttalam ...	703 24	—	400 0	1,103 24	
1894	Chilaw ...	6,778 99	7,712 0	—	14,490 99	
						35,782 96
1895	Kurunegala ...	22,895 52	—	400 0	23,295 52	
1895	Puttalam ...	3,072 70	—	400 0	3,472 70	
1895	Chilaw ...	8,395 3	9,106 0	—	17,501 3	
						44,269 25
1896	Kurunegala ...	40,154 23	—	400 0	40,554 23	
1896	Puttalam ...	3,153 3	—	250 0	3,403 3	
1896	Chilaw ...	6,798 70	8,575 0	—	15,373 70	
						59,330 96
1897	Kurunegala ...	34,260 38	—	400 0	34,660 38	
1897	Puttalam ...	2,674 32	—	250 0	2,924 32	
1897	Chilaw ...	5,376 87	9,614 84	—	14,991 71	
						52,576 41
1898	Kurunegala ...	25,489 50	—	400 0	25,889 50	
1898	Puttalam ...	3,962 84	—	250 0	4,212 84	
1898	Chilaw ...	9,544 18	9,685 0	—	19,229 18	
						49,331 52
1899	Kurunegala ...	21,575 5	683 45	400 0	22,658 50	
1899	Puttalam ...	5,607 40	—	250 0	5,857 40	
1899	Chilaw ...	8,648 3	10,811 0	—	19,459 3	
						47,974 93
	North-Central Province.	Grand Total for the North-Western Province ...				873,129 80
1875	Anuradhapura ...	10,541 57	—	—	—	10,541 57
1876	Do. ...	10,121 9	—	—	—	10,121 9
1877	Do. ...	7,348 10	—	—	—	7,348 10
1878	Do. ...	13,527 92	—	—	—	13,527 92
1879	Do. ...	9,631 93	—	—	—	9,631 93
1880	Do. ...	7,890 1	—	—	—	7,890 1
1881	Do. ...	7,782 80	—	—	—	7,782 80
1882	Do. ...	19,342 27	—	—	—	19,342 27
1883	Do. ...	12,541 44	—	—	—	12,541 44
1884	Do. ...	7,337 73	—	—	—	7,337 73
1885	Do. ...	11,811 2	—	—	—	11,811 2
1886	Do. ...	7,703 51	—	—	—	7,703 51
1887	Do. ...	8,915 32	—	—	—	8,915 32
1888	Do. ...	10,470 65	—	—	—	10,470 65
1889	Do. ...	11,191 89	—	—	—	11,191 89
1890	Do. ...	14,167 62	—	—	—	14,167 62
1891	Do. ...	6,119 42	—	—	—	6,119 42
1892	Do. ...	9,192 34	—	—	—	9,192 34
1893	Do. ...	9,127 19	—	—	—	9,127 19
1894	Do. ...	9,053 43	—	—	—	9,053 43
1895	Do. ...	12,674 76	—	—	—	12,674 76
1896	Do. ...	19,665 38	—	—	—	19,665 38
1897	Do. ...	14,017 75	—	—	—	14,017 75
1898	Do. ...	10,433 85	—	—	—	10,433 85
1899	Do. ...	6,812 9	—	—	—	6,812 9
	Province of Uva.	Grand Total for the North-Central Province ...				267,421 8
1875	Badulla* ...	—	—	—	—	—
1876	Do. ...	—	—	—	—	—
1877	Do. ...	—	—	—	—	—
1878	Do. ...	—	—	—	—	—
1879	Do. ...	—	—	—	—	—
1880	Do. ...	—	—	—	—	—
1881	Do. ...	—	—	—	—	—
1882	Do. ...	—	—	—	—	—
1883	Do. ...	—	—	—	—	—
1884	Do. ...	—	—	—	—	—
1885	Do. ...	—	—	—	—	—
1886	Do. ...	8,989 39	—	—	—	8,989 39
1887	Do. ...	12,969 54	—	—	—	12,661 17
1888	Do. ...	11,661 17	—	800 0	—	12,969 54

* Badulla formed a district under the Provincial Road Committee, Kandy, up to 1885.

Return of the Outlay on Minor Road, &c.—*contd.*

Year.	District.	Expenditure on all Minor Roads and Bridges and Culverts and Supervision.	Toll Grant Votes for Minor Roads.	Contribution by Government from Revenue for Minor Roads.	Total for each District.	Total for the Province.
	PROVINCE OF UVA.—*contd.*	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1889	Badulla ...	9,034 1	—	500 0	—	9,534 1
1890	Do. ...	11,719 6	—	500 0	—	12,219 6
1891	Do. ...	13,497 24	—	650 0	—	14,147 24
1892	Do. ...	18,603 30	—	650 0	—	19,253 30
1893	Do. ...	16,877 0	—	650 0	—	17,527 0
1894	Do. ...	15,580 90	—	650 0	—	16,230 90
1895	Do. ...	18,163 0	—	650 0	—	18,813 0
1896	Do ...	19,212 34	—	700 0	—	19,912 34
1897	Do. ...	17,589 57	—	700 0	—	18,289 57
1898	Do. ...	19,084 21	—	700 0	—	19,784 21
1899	Do. ...	15,889 82	—	700 0	—	16,589 82
	PROVINCE OF SABARAGAMUWA.	Grand Total for the Province of Uva ...				216,720 55
1875	Ratnapura* ...	—	—	—		—
1875	Kegalla ...	—	—	—	—	—
1876	Ratnapura ...	—	—	—	—	—
1876	Kegalla ...	—	—	—	—	—
1877	Ratnapura ...	—	—	—	—	—
1877	Kegalla ...	—	—	—	—	—
1878	Ratnapura ...	—	—	—	—	—
1878	Kegalla ...	—	—	—	—	—
1879	Ratnapura ...	—	—	—	—	—
1879	Kegalla ...	—	—	—	—	—
1880	Ratnapura ...	—	—	—	—	—
1880	Kegalla ...	—	—	—	—	—
1881	Ratnapura ...	—	—	—	—	—
1881	Kegalla ...	—	—	—	—	—
1882	Ratnapura ...	—	—	—	—	—
1882	Kegalla ...	—	—	—	—	—
1883	Ratnapura ...	—	—	—	—	—
1883	Kegalla ...	—	—	—	—	—
1884	Ratnapura ...	—	—	—	—	—
1884	Kegalla ...	—	—	—	—	—
1885	Ratnapura ...	8,118 35	335 88	1,182 0	9,636 23	
1885	Kegalla ...	8,250 55	2,396 39	449 25	11,096 19	
						20,732 42
1886	Ratnapura ...	11,074 41	908 61	39 82	12,022 84	
1886	Kegalla ...	14,242 7	2,308 56	4,648 65	21,196 28	
						33,219 12
1887	Ratnapura ...	9,893 59	823 35	—	10,716 94	
1887	Kegalla ...	17,885 26	3,425 23	—	21,310 49	
						32,027 43
1888	Ratnapura ...	8,733 0	906 74	—	9,639 74	
1888	Kegalla ...	11,866 11	2,260 15	2,500 0	16,626 26	
						26,266 0
1889	Ratnapura ...	8,033 39	898 72	2,028 4	10,960 15	
1889	Kegalla ...	14,984 6	1,432 77	300 0	16,716 83	
						27,676 98
1890	Ratnapura ...	9,245 10	998 27	1,469 85	11,713 22	
1890	Kegalla ...	13,020 51	2,866 94	296 34	16,183 79	
						27,897 1
1891	Ratnapura ...	7,546 84	1,040 93	2,396 4	10,983 81	
1891	Kegalla ...	10,645 71	3,011 13	1,997 34	15,654 18	
						26,637 99
1892	Ratnapura ...	9,575 15	1,126 53	392 35	11,094 3	
1892	Kegalla ...	14,591 13	2,518 86	248 66	17,358 65	
						28,452 68
1893	Ratnapura ...	8,241 97	623 93	647 24	9,513 14	
1893	Kegalla ...	20,152 86	2,708 12	—	22,860 98	
						32,374 12
1894	Ratnapura ...	11,993 48	475 0	450 0	12,918 48	
1894	Kegalla ...	18,060 39	2,797 22	199 24	21,056 85	
						33,975 33
1895	Ratnapura ...	11,162 4	167 49	451 5	11,780 58	
1895	Kegalla ...	13,391 58	2,209 41	198 95	15,799 94	
						27,580 52
1896	Ratnapura ...	19,753 95	600 0	605 75	20,959 70	
1896	Kegalla ...	22,520 69	2,445 50	—	24,966 19	
						45,925 89
1897	Ratnapura ...	11,903 7	739 67	433 85	13,076 59	
1897	Kegalla ...	19,471 85	3,600 22	198 41	23,270 48	
						36,347 7
1898	Ratnapura ...	13,558 91	961 26	450 0	14,970 17	
1898	Kegalla ...	16,302 7	2,975 13	199 38	19,476 58	
						34,446 75
1899	Ratnapura ...	13,442 50	878 82	406 0	14,727 32	
1899	Kegalla ...	16,051 80	4,166 73	196 95	20,415 48	
						35,142 80
			Grand Total for the Province of Sabaragamuwa...			468,702 11

* Ratnapura formed a district under the Provincial Road Committee, Colombo, up to 1884.

XLVII.—1901.

PAPERS

REGARDING

A PROPOSED LOOP LINE TO KANDY

TO AVOID

THE ROCK SLIPS ON THE KADUGANNAWA RAILWAY INCLINE.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price, with Map, 25 cents.

1901.

ROCK SLIPS ON THE KADUGANNAWA INCLINE.

No. 1.

The GENERAL MANAGER, Ceylon Government Railway, to the Hon. the COLONIAL SECRETARY.

No. 742.

Ceylon Government Railway,
General Manager's Office,
Colombo, August 17, 1900.

Rock Slips on Kadugannawa Incline.

SIR,—I HAVE the honour to submit a report from Mr. Paton Gray, the District Engineer of Ways and Works, who carried out the clearance of the last rock slip on the Kadugannawa Incline, together with a covering letter from Mr. Cantrell, Engineer of Ways and Works, and in doing so have to express my regret that I have not sooner been able to deal with the question raised by Mr. Gray.

2. Equally with Mr. Cantrell I hope we may suffer but little in the future from rock slips on the Kadugannawa Incline, but at the same time it is so utterly impossible to foresee and prevent these slips that at the times of monsoon rains we are ever subject to them, and certainly if in connection with the surveys and construction of the Northern Railway a survey of an alternative loop line *via* Kurunegala and the Matale line to Kandy, avoiding the Kadugannawa Incline, could be made and considered, I think it would be well worth doing.

I am, &c.,
W. T. PEARCE,
General Manager.

Enclosure in No. 1.

The ENGINEER, Ways and Works Department, to the GENERAL MANAGER, Ceylon Government Railway.

No. 2,654/319.

Ceylon Government Railway,
Engineer of Ways and Works Office,
Colombo, July 30, 1900.

IN forwarding a report on the Slip at 63 miles 50 chains, Kadugannawa Incline, by the District Engineer, Ways and Works, I do not agree with Mr. Gray's pessimistic views as to the probability of a serious rock slip at the "Meangalla Gallery," adjacent to the previous slip which occurred in September, 1897.

2. I can see no difference in the conditions which existed thirty years ago and the present time, and do not see any cause for alarm.

W. CANTRELL,
Engineer of Ways and Works.

Sub-Enclosure in Enclosure No. 1.

Mr. A. PATON GRAY to the ENGINEER, Ways and Works Department.

No. 451.

July 25, 1900.

Rock Slip at 63 Miles 50 Chains, Main Line.

I HAVE to report that a large rock slip occurred at the above mileage on Saturday night, the 21st instant, blocking the line from that time till 6 P.M. on Tuesday, the 24th instant, when the line was cleared for 1·50 P.M. Up to pass through.

2. The slip consisted of three distinct portions, the first bringing down about 350 cubic yards of rock.

3. The second, which occurred on Sunday afternoon, brought down about 70 cubic yards from the extreme summit of the rock.

4. The third portion (about 50 cubic yards), which showed gradual signs of movement, was blown down to accelerate the work.

5. The total rock brought down I estimate at about 470 cubic yards.

In view of these repeated slips on the Kadugannawa Incline, and the probability of a serious one occurring at the Colombo end of the Meangalla Galleries near the site of the large slip in 1897, and where, in this instance, transferring would be practically impossible, I would suggest the desirability of again raising the question of constructing a branch line from a point on the Northern Railway connecting with the Matale line.

This loop, though not fulfilling the "will-it-pay" standard, could be utilized for through goods traffic, which, besides greatly relieving the wear and tear on permanent way and rolling stock on the incline, would provide a second means of relief in the case of slips, a dominant factor, handicapped as we are with only one line of communication to rely on.

A. PATON GRAY,
District Engineer of Ways and Works.

No. 2.

The Hon. the COLONIAL SECRETARY to the GENERAL MANAGER, Ceylon Government Railway.

No. 607.

Colonial Secretary's Office,
Colombo, August 27, 1900.

Rock Slips on Kadugannawa Incline.

SIR,—WITH reference to your letter No. 742 of 17th August, 1900, relative to the above subject, I am directed to inquire whether the question of making a loop line to Kandy has been considered before, as it is observed that Mr. Paton Gray, in his report of the 25th July last, uses the expression "again raising the question."

I am, &c.,
J. J. THORBURN,
for Colonial Secretary.

No. 3.

The GENERAL MANAGER, Ceylon Government Railway, to the Hon. the COLONIAL SECRETARY.

No. 839.

Ceylon Government Railway,
General Manager's Office,
Colombo, September 6, 1900.

Rock Slips on Kadugannawa Incline.

SIR,—IN reply to your letter No. 607 of the 27th ultimo, I have the honour to state that I regret I am unable to refer to any authority or report on the question of making a loop line to Kandy *viâ* Kurunegala and Matale lines, but so long ago as I can recollect this question has cropped up from time to time, and I see it was referred to in the Public Press on the occasion of the last serious slip, when I was absent on leave.

2. Major Wilson also, in his report on the Ceylon Government System, states in paragraph 3 of page 2 :—"It is not the object of this report to discuss the question as to whether the best line of country was originally chosen for the Ceylon Railways. It is merely remarked that if, as has been heard said, a line to Kandy could have been obtained without climbing the Kadugannawa Incline, it would have caused an immense saving in the prime cost and in the future working of the line," and I surmise from this that he also must have heard of the suggestion. Probably before the trace of the Kadugannawa Incline was decided upon this and other alternative routes were dealt with.

I am, &c.,
W. T. PEARCE,
General Manager.

No. 4.

The CHIEF RESIDENT ENGINEER, Northern and Uda Pussellawa Railways, to the Hon. the COLONIAL SECRETARY.

No. 228.

Railway Extension Office,
Kandy, August 17, 1901.

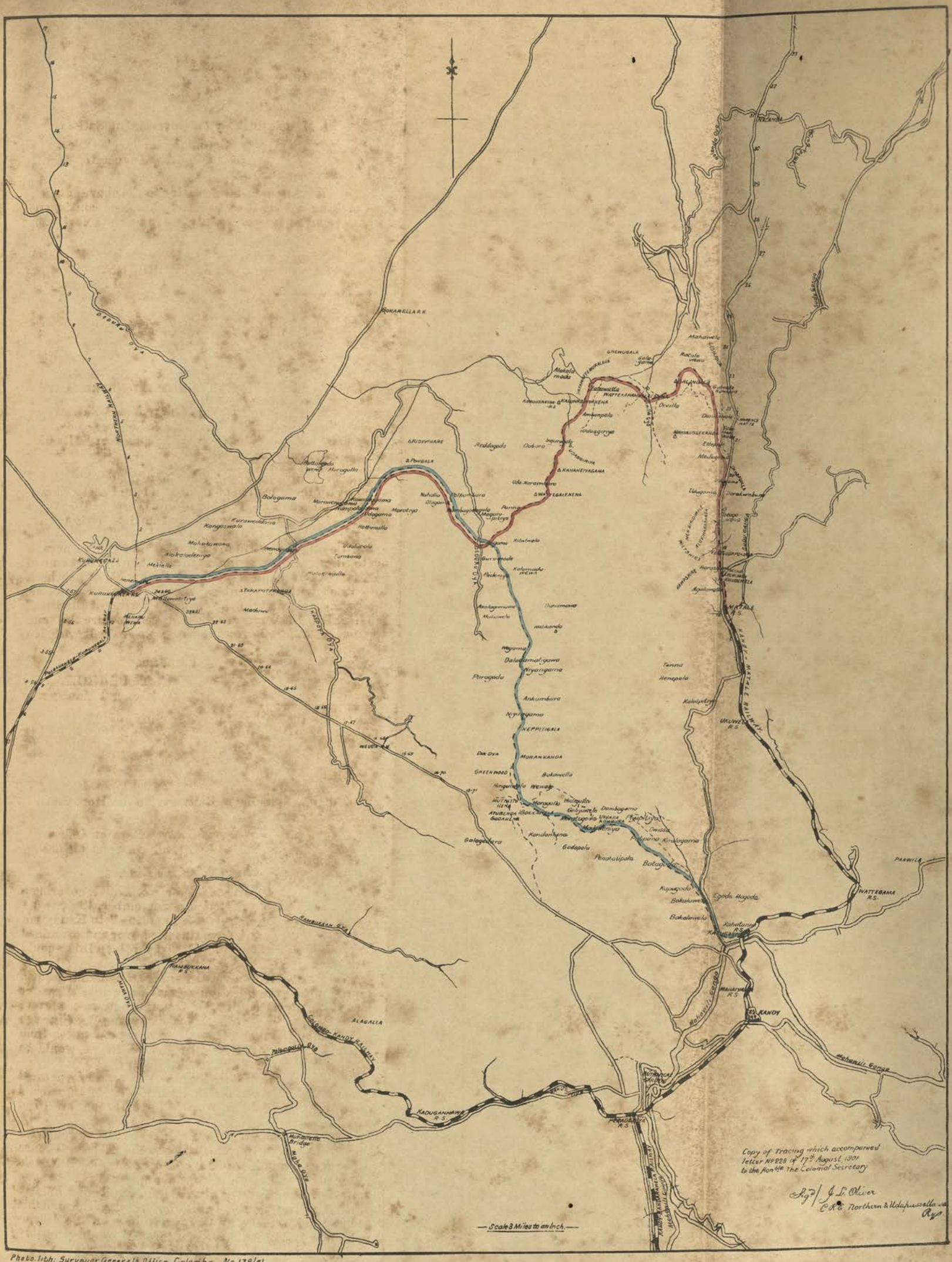
Proposal to construct a Loop Line viâ *Kurunegala and Matale Line.*

SIR,—IN compliance with the instructions contained in Minute Paper No. 17,045, covering a letter to your address from the General Manager of the Railway, dated 6th September, 1900, that I should "make a preliminary examination of and report on the proposed loop line" to Kandy *viâ* Kurunegala and the Matale line, I have the honour to state that I have travelled over and examined the country to the west of the Matale line through which it is proposed that the loop line should run, and now beg to submit the following report.

2. I first tried the route near the high road from Kandy to Kurunegala through Katugastota, Galagedara, and Weuda, but I found that it is quite out of the question to make the line there, for between 5 or 6 miles out of Kandy the road rises to an elevation of 1,858 feet above mean sea level; this is 160 feet higher than Kadugannawa station. Besides this, a line by this way would go through some very rough country in the neighbourhood of Galagedara, and the fall from near 8 miles from Kandy towards Kurunegala is so sudden that a gradient much steeper than 1 in 44 would be necessary.

3. I next tried starting from Ukuwela station on the Matale line, as the country appeared promising in the direction of Kalapitiya and Tenna, but at about 5 miles north-west of Ukuwela I found that a pass about 1,800 feet elevation above the sea would have to be gone through, so I had to abandon this route as being impracticable.

4. After other examinations of this neighbourhood, which proved unsuccessful, I started from Katugastota and went up the valley of the Pinga-oya, a stream which runs into the Mahaweli-ganga at Katugastota up to near Dambagama, and from there I could see across the country to Bokawela and Moragalla. Later on I journeyed to the latter place and found near it the water shed of the two main rivers, the Mahaweli-ganga and the Deduru-oya. The height at this summit was about 1,700 feet above the sea, nearly the same as Kadugannawa. A railway could, I consider, be taken through this point, and its course would be approximately something like the line shown in blue on the accompanying tracing. Starting from Katugastota, which is 1,534 feet above sea level (it would probably


Copy of Tracing which accompanied letter No 828 of 17th August 1901 to the Honble the Colonial Secretary
Sgd/ J. L. Oliver
D.R.E. Northern & Uda Pussellawa Dists
Actg
— Scale 3 Miles to an Inch —
Photo. lith: Surveyor General's Office, Colombo. No. 178/01.

be found necessary to move this station a little nearer the river to suit the junction), the line would run for about 3 miles near to the Pinga-oya with comparatively easy work. It would then leave the principal valley and wind in and out between the small hills which cover the country between the Matale road and the Kurunegala road until, at or near Moragalla the summit, it should begin to descend. In order to get down to the level of the Kurunegala plain it would be necessary to run along the chain of hills on the east side of the upper part of the Deduru-oya, probably for a distance of 9 miles, with a falling gradient of 1 in 44, and then, after crossing the Deduru-oya, to run round the end of the hills which run north and south on the tongue of land which is bounded on the east and west by the Deduru-oya, thence on to Kurunegala in a fairly straight direction and with easy gradients.

5. The length of this line as measured on the map is about 30 miles, 9 miles runs through country somewhat similar to that which the Matale line goes through, then for at least 10 miles the country is rough and the work would be heavy, something like that on the Ambagamuwa section of the Nanu-oya Railway, the remaining 11 miles being through country somewhat similar to that through which the Polgahawela-Kurunegala line goes.

6. Any estimate of cost of such a line without a survey is of course little better than a guess, but I should say that probably the average cost per mile would not be less than Rs. 150,000 or, say, for the 30 miles Rs. 4,500,000. The greater part of the route shown is through a country where there are no roads good enough to be of any service during construction.

7. The goods traffic that would come on to this line would, I believe, be inconsiderable, and the passenger traffic would not be large.

8. To the north of the route just described I find no other practicable way of getting through from the Matale line to Kurunegala until Yatawatta is reached. A range of high and rough hills runs north and south, but at Yatawatta there is a favourable gap through which the line could go. This route is marked in red on the plan.

9. It would start from Matale station and run near the Dambulla road for about 4 miles through easy country, then branch off to the left and skirt Makulussekanda and Galangala, cross the Divitteoya and on to Yatawatta gap. I found the height of the gap by the Aneroid barometer, kindly lent me by the Surveyor-General, to be about 1,450 feet above the sea. At this summit the line would have to turn to the south-west and run down to the Deduru-oya to a point where it could cross that river, and in order to descend quickly a gradient of 1 in 44 for about 6 miles would, I suppose, be used. From the Deduru-oya to Kurunegala this line follows the same route as the line previously described in paragraph 4, the total distance being about 29 miles, a little less than the line from Katugastota.

10. I believe that a line by Yatawatta would be a little cheaper than a line by the Bokawela or Moragalla route, but I do not suppose that its cost would be less than Rs. 130,000 a mile, making for the 29 miles, say, Rs. 3,770,000.

11. The local traffic that might be expected on the Yatawatta line should be greater than on a line by Moragalla, as the former passes through a good number of cacao estates, but none of it would be new traffic. It is now put on the railway at Matale, so if this line were made it would be conveyed by rail a few miles further.

12. In comparing the two lines it will be seen that the Yatawatta line goes through a district which on its upper part would bring more traffic to the Main line than would be brought by the other line. Another thing in its favour is that it would be somewhat cheaper and probably a little shorter. There would also be an advantage for through traffic from Colombo to Matale in the highest point on the line, being 1,450 feet only against 1,700 on the other line. On the other hand, traffic to Kandy or beyond would have to be carried the extra distance from Matale to Katugastota and on that length up to a height of 1,624 feet at Wattegama. To decide definitely, however, as to which would be the better route to make a railway, it would be necessary to have the lines surveyed, correct estimates of cost made, and also estimates of probable traffic and working expenses.

13. Before closing this part of my report giving the results of my examinations of the country, I should state that I went from Kadugannawa to the north-west side of Alagalla to see if it were practicable to take a line on that side of the hill and down the valley of the Rambukkana-oya. A line by this route would not of course be *viâ* Kurunegala and the Matale line, but it would be a "relief line" to the Kadugannawa Incline. I found, however, that the summit to be crossed would be about 200 feet higher than Kadugannawa, and that there is not enough length for a line to get down from that summit to Rambukkana with a gradient of 1 in 44, which is the steepest gradient used on the broad gauge line. The difference in level is about 1,600 feet, and that would require a length of line of more than 13 miles for its descent with that gradient. The distance, according to the map, is a little more than 10 miles only.

14. It must be borne in mind that it is not at all likely that either of the lines shown on the map if made would be always free from slips during the heavy rains of the north-east monsoon. In places where it is necessary to use gradients such as 1 in 44 the line must often go along steep side-long ground and run by tunnels through spurs of hills, and when the ground is loose and treacherous slips are sure to occur, as they do on all the mountain lines in the Colony.

15. As the principal reason for proposing the construction of a loop line is the liability of the Kadugannawa Incline to be blocked by slips, I trust that I may not be considered to be travelling beyond my province if I give a short analysis of a list which has been supplied me of the slips that have occurred on that incline from 1870 to July, 1900. Since the latter date I believe there have been no slips of great importance. From this list I have made out some tables, which are annexed; they are approximately correct only, because the exact number of days the line was blocked is not given in all cases, *e.g.*, in 1871 it is stated "traffic interrupted for several days." It will be seen that during thirty years, 1870 to 1900, there have been 132 slips, and they happened on one hundred days. Of these 132 slips, it appears that some twenty-one were serious, and they caused the line to be blocked for about forty-four days altogether. Of these twenty-one slips, four were very serious, they happened in the years 1875, 1878, 1891, and 1897, and blocked the line for seven, five, seven, and twelve days respectively, that is thirty-one days altogether.

16. The bulk of the slips recorded in the list are unimportant, and caused but little interruption to the traffic. Of the twenty-one serious slips, eight appear to have been due to the south-west monsoon and ten to the north-east, and three, which happened in the month of September, may have been due to the rains of either monsoon.

17. The railway to Kandy was opened in 1867, but apparently there are no slips recorded before 1870; whether any happened before that year or not I do not know, but taking the list as supplied it cannot be said that the worst of the slips happened during the early days of the railway. During the ten years between 1870 and 1880, eleven of the twenty-one serious slips mentioned above occurred, between 1880 and 1890 there were only two, but between 1890 and 1900 there were eight, of which those in 1891 and 1897 were the worst that have been recorded.

18. I regret that I have been unable to submit this report at an earlier date, but the examination of the country, which has taken me a good many days, could only be done at intervals, when time could be spared from my other duties.

I have, &c.,
H. OLIVER,
Chief Resident Engineer,
Northern and Uda Pussellawa Railways.

Annexure.

List showing Number of Slips on the Kadugannawa Incline in each Year, 1870 to July, 1900.

Year.	Number of Slips.	Number of Serious Slips.	Number of Days Line was blocked.
1870	2	2	2
1871	3	2	"Several"*
1872	3	1	—
1873	None	—	—
1874	1	—	—
1875	3	1	7
1876	1	—	—
1877	8	3	—
1878	4	2	5
1879	None	—	—
1880	6	—	—
1881	6	1	—
1882	4	—	—
1883	1	1	3
1884	3	—	—
1885	2	—	—
1886	3	—	—
1887	2	—	—
1888	1	—	—
1889	None	—	—
1890	None	—	—
1891	49	4	7†
1892	1	—	—
1893	3	—	—
1894	3	1	2
1895	2	—	—
1896	5	2	3
1897	1	1	12
1898	5	—	—
1899	3	—	—
1900	7	—	—
Total	132	21	44

*The statement says: "These have interrupted the traffic for several days." In the total I have taken it as three.
†Twenty-one slips and subsidences of banks occurred on one day.

List showing Number of Slips on the Kadugannawa Incline in each Month in the Years 1870 to July, 1900.

Month.	Number of Slips.	Number of Serious Slips.	Number of Days on which Slips occurred.
January	3	None	2
February	None	—	—
March	3	—	3
April	10	1	9
May	14	2	8
June	9	2	14
July	6	2	5
August	4	1	3
September	7	3	6
October	43	4	18
November	20	4	20
December	13	2	12
Total	132	21	100

No. 5.

The Hon. the COLONIAL SECRETARY to the CROWN AGENTS FOR THE COLONIES.

Colonial Secretary's Office,
No. 737. Colombo, September 5, 1901.

GENTLEMEN,—I AM directed to forward to you, for the information of the Consulting Engineers, Messrs. Gregory, Eyles, & Waring, the enclosed copy of a report by the Chief Resident Engineer, Northern Railway Extension, on a proposed loop line to Kandy *via* Kurunegala through Matale or Katugastota.

I have, &c.,
J. J. THORBURN,
for Colonial Secretary.

No. 6.

The CROWN AGENTS FOR THE COLONIES to the Hon. the COLONIAL SECRETARY.

Downing street, London,
No. 425. October 22, 1901.

Ceylon Railways, E 73a: Proposed Loop Line to Kandy viâ *Kurunegala.*

SIR,—I HAVE the honour to acknowledge the receipt of your letter of the 5th September, No. 737, enclosing a copy of a report by the Chief Resident Engineer, Northern Railway Extension, Ceylon, on the subject of a proposed loop line to Kandy *via* Kurunegala through Matale or Katugastota.

We communicated the report to the Consulting Engineers, and I beg to enclose for the information of the Colonial Government a copy of their observations.

I have, &c.,
M. A. CAMERON.

Enclosure in No. 6.

Messrs. GREGORY, EYLES, & WARING to the CROWN AGENTS FOR THE COLONIES.

October 18, 1901.

Ceylon Government Railways : Proposed Loop Line to Kandy viâ *Kurunegala.*

GENTLEMEN,—WE have the honour to acknowledge receipt of your letter of the 2nd instant, with which you sent us for our information and observations a copy of a letter from the Chief Resident Engineer to the Hon. the Colonial Secretary, Ceylon, No. 228 of the 17th August last, with a map attached, being a report on his preliminary examination of the country through which the proposed loop line between Kurunegala and the Matale branch of the Ceylon Railways would traverse.

2. In returning in accordance with your request Mr. Oliver's report and the map accompanying it, we beg to submit the following remarks upon the proposed line.

3. It is evident from a perusal of the report that the country lying between Kurunegala and the Matale line cannot be considered as otherwise than unfavourable to the economical construction of a railway, owing to the intervention of a range of hills running generally northwards from Kadugannawa Pass and forming the watershed between the Mahaweli-ganga on the east and the Maha- and Deduru-oyas on the west, which must be crossed.

4. Mr. Oliver in his report mentions in some detail five routes proceeding from Kadugannawa northwards through this range, viz. :—

A.—That to the north-west of Alagalla and then down the valley of the Rambukkana-oya.

B.—That from Katugastota on the Matale branch *viâ* Galagedara and Wenda to Kurunegala, the route taken by the public road from Kandy to Kurunegala.

C.—That from Katugastota up the valley of the Pinga-oya, thence *viâ* a summit near Moragalla to the valley of the Deduru-oya, crossing that stream a little below Gurumade, and so on to Kurunegala.

D.—That from Ukuwela on the Matale branch in the direction of Kalapitiya and Tenna.

E.—That from Matale running northwards to a point near Galangala, then west to Yatawatta gap, thence south-west to the Deduru-oya, whence it would follow route C to Kurunegala.

Mr. Oliver condemns the routes to which we have referred as A, B, and D as impracticable, the summits to be crossed being higher than the Kadugannawa summit, and the gradients being too steep.

5. The routes C and E marked on the map by dotted blue and red lines respectively are, however, considered to be feasible, and Mr. Oliver approximately estimates the length of the first as 30 miles, and its cost as Rs. 4,500,000, and thinks the length of the second would be 29 miles, and does not suppose that its cost would be less than Rs. 3,700,000. These estimates both of length and cost must, in such a country as that traversed by the lines, be evidently viewed as being merely very rough approximations, and we concur with Mr. Oliver that if the project be seriously entertained proper surveys and estimates, both of the cost and of the traffic and working expenses of each of the lines, should be made before it can be determined which of them should be constructed.

6. We cannot think it probable that the traffic upon either of these lines would be sufficient to give a remunerative return upon the capital expended in their construction, and if, as we understand from Mr. Oliver's report, the principal reason for proposing the construction of a loop line is to obtain an alternative route connecting the upper sections of the railway with Colombo, which would

17. The railway to Kandy was opened in 1867, but apparently there are no slips recorded before 1870; whether any happened before that year or not I do not know, but taking the list as supplied it cannot be said that the worst of the slips happened during the early days of the railway. During the ten years between 1870 and 1880, eleven of the twenty-one serious slips mentioned above occurred, between 1880 and 1890 there were only two, but between 1890 and 1900 there were eight, of which those in 1891 and 1897 were the worst that have been recorded.

18. I regret that I have been unable to submit this report at an earlier date, but the examination of the country, which has taken me a good many days, could only be done at intervals, when time could be spared from my other duties.

I have, &c.,
H. OLIVER,
Chief Resident Engineer,
Northern and Uda Pussellawa Railways.

Annexure.

List showing Number of Slips on the Kadugannawa Incline in each Year, 1870 to July, 1900.

Year.	Number of Slips.	Number of Serious Slips.	Number of Days Line was blocked.
1870	2	2	2
1871	3	2	"Several"*
1872	3	1	—
1873	None	—	—
1874	1	—	—
1875	3	1	7
1876	1	—	—
1877	8	3	—
1878	4	2	5
1879	None	—	—
1880	6	—	—
1881	6	1	—
1882	4	—	—
1883	1	1	3
1884	3	—	—
1885	2	—	—
1886	3	—	—
1887	2	—	—
1888	1	—	—
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Colonial Secretary's Office,
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J. J. THORBURN,
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Downing street, London,
No. 425. October 22, 1901.

Ceylon Railways, E 73a: Proposed Loop Line to Kandy viâ *Kurunegala.*

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We communicated the report to the Consulting Engineers, and I beg to enclose for the information of the Colonial Government a copy of their observations.

I have, &c.,
M. A. CAMERON.

Enclosure in No. 6.

Messrs. GREGORY, EYLES, & WARING to the CROWN AGENTS FOR THE COLONIES.

October 18, 1901.

Ceylon Government Railways: Proposed Loop Line to Kandy viâ *Kurunegala.*

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2. In returning in accordance with your request Mr. Oliver's report and the map accompanying it, we beg to submit the following remarks upon the proposed line.

3. It is evident from a perusal of the report that the country lying between Kurunegala and the Matale line cannot be considered as otherwise than unfavourable to the economical construction of a railway, owing to the intervention of a range of hills running generally northwards from Kadugannawa Pass and forming the watershed between the Mahaweli-ganga on the east and the Maha- and Deduru-oyas on the west, which must be crossed.

4. Mr. Oliver in his report mentions in some detail five routes proceeding from Kadugannawa northwards through this range, viz. :—

A.—That to the north-west of Alagalla and then down the valley of the Rambukkana-oya.

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C.—That from Katugastota up the valley of the Pinga-oya, thence *viâ* a summit near Moragalla to the valley of the Deduru-oya, crossing that stream a little below Gurumade, and so on to Kurunegala.

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Mr. Oliver condemns the routes to which we have referred as A, B, and D as impracticable, the summits to be crossed being higher than the Kadugannawa summit, and the gradients being too steep.

5. The routes C and E marked on the map by dotted blue and red lines respectively are, however, considered to be feasible, and Mr. Oliver approximately estimates the length of the first as 30 miles, and its cost as Rs. 4,500,000, and thinks the length of the second would be 29 miles, and does not suppose that its cost would be less than Rs. 3,700,000. These estimates both of length and cost must, in such a country as that traversed by the lines, be evidently viewed as being merely very rough approximations, and we concur with Mr. Oliver that if the project be seriously entertained proper surveys and estimates, both of the cost and of the traffic and working expenses of each of the lines, should be made before it can be determined which of them should be constructed.

6. We cannot think it probable that the traffic upon either of these lines would be sufficient to give a remunerative return upon the capital expended in their construction, and if, as we understand from Mr. Oliver's report, the principal reason for proposing the construction of a loop line is to obtain an alternative route connecting the upper sections of the railway with Colombo, which would

be available in the event of the Kadugannawa Incline being blocked by slips, we consider the remarks made in the concluding paragraphs of his report and the tables appended thereto are of value, as affording some means of judging whether the risk of depending upon the Kadugannawa Incline as the sole route of communication is so great as to warrant the expenditure involved by the construction of a second one.

7. From the first table it is to be noted that during the past thirty-one years, viz., from 1870 to 1900, both inclusive, 132 slips, twenty-one of which were serious, have occurred on the incline, blocking it for about forty-four days, these give the following annual averages, viz., 4·26 slips, of which ·67 were serious, blocking the line for 1·42 days. It further appears from this table that the increase in age of the line has not secured for it any corresponding immunity from slips, thus from the year 1870 to 1885 inclusive forty-seven slips, thirteen of which were serious, blocking the line for twenty days, occurred, whereas from 1886 to 1900 eighty-five slips took place, eight of which were serious, blocking the line for twenty-four days. From the second of the tables given by Mr. Oliver we find, assuming the south-west monsoon to prevail from April to September inclusive and the north-east monsoon during the other six months of the year, that out of the 132 slips recorded, eighty-two, of which ten were heavy ones, occurred in fifty-five days during the north-east monsoon; and that fifty slips, all of which were serious, occurred in forty-five days in the south-west monsoon, it would thus appear that the incline is more liable to slips, and that they occur on the larger number of days in the north-east monsoon, but that serious slips are apparently equally likely to take place in either monsoon. Mr. Oliver considers that on the proposed loop line slips would probably occur principally in the north-east monsoon, the one when, as we have just stated, they principally occur on the incline.

8. We fully recognize the very great inconvenience and loss, not only to the Government, but to the very important tea-producing interests, which must result from any interruption of traffic on the Kadugannawa Incline, but it is a question for the Government to determine whether the risk involved is sufficient *primâ facie* to justify so large an expenditure as that now approximately estimated as being necessary in order to avoid it, especially when it is considered the remedy might not be wholly effectual owing to the possibility of the proposed loop line being liable to interruption at the same time as the incline; and should this question be answered in the affirmative, we would recommend that both the routes thought promising be carefully surveyed, and complete estimates for their construction as well as of the traffic and working expenses be framed; with this information a final decision on the matter could be arrived at.

We have, &c.,

GREGORY, EYLES, & WARING,
Consulting Engineers.

XLVIII.—1901.

THE DOG REGISTRATION BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance to impose a General Tax on Dogs."

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1901.

EXTRACT from the Minutes of the Legislative Council dated November 27, 1901.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance to impose a General Tax on Dogs" :—

The Hon. Mr. R. W. IEVERS, Acting Colonial Secretary.
The Hon. Mr. C. P. LAYARD, Attorney-General.
The Hon. Mr. C. A. MURRAY, Acting Treasurer.
The Hon. Mr. W. H. JACKSON, Principal Collector of Customs.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. GILES F. WALKER,
The Hon. Mr. W. G. ROCKWOOD, M.D.,
The Hon. Mr. S. C. OBEYESEKERE,
} Unofficial Members.

THE DOG REGISTRATION BILL.

THE Sub-Committee recommend that the tax on dogs kept outside Municipal and Local Board limits should not exceed a maximum of twenty-five cents on each dog.

They further suggest that the proper authority should be given power to make by-laws enabling such authority to refuse to issue a license or to attach conditions to any license to be issued.

At the suggestion of the Unofficial Member who represents the low-country Sinhalese, the title of the Bill has been amended to "An Ordinance to provide for the Registration of Dogs," and in accordance with this alteration the necessary amendments have been made throughout the Bill.

The Sub-Committee annex a printed copy of the Ordinance, showing in the margin the alterations and amendments approved by them.

R. W. IEVERS.
C. P. LAYARD.
C. A. MURRAY.
W. H. JACKSON.
J. N. CAMPBELL.
GILES F. WALKER.
W. G. ROCKWOOD, M.D.
S. C. OBEYESEKERE.

Legislative Council Chamber,
Colombo, December 10, 1901.

I.—1902.

ADMINISTRATION REPORT

OF

THE MUNICIPAL COUNCIL OF KANDY

FOR THE YEAR

1900.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 40 cents.

1902.

MUNICIPALITY OF KANDY.

REPORT OF THE CHAIRMAN FOR 1900.

CHAPTER I.

1.—LIMITS OF MUNICIPALITY.

SEVERAL petitions continued to be received during the year protesting against the extension of limits and the imposition of the police and lighting rates. The extension of the limits was carried out on recommendation of Health Officers for sanitary reasons. The extension subjected the owners of premises to the assessment rate, but no extension of water-rate limits was made.

In reply to one of the petitions to His Excellency the Governor, the petitioners were informed that the Governor was not prepared to alter the existing limits of the Municipality ; and it was added that the Municipal Council would give particular attention to individual claims for exemption from taxation. No special claims have, however, yet been made. A number of petitions from residents were considered by the Council objecting to the assessment of their premises, alleging that they were not provided with lighting, water, or police, and that they were subject to toll. In reply to this petition the petitioners were informed that the objections could not be considered on the grounds alleged.

At a meeting on 15th December a proposal was made by Mr. C. M. Fernando that the re-arrangement of limits of the Municipality should be considered, but after full discussion this was negatived by a majority.

In accordance with instructions lists were prepared of all waste and uncultivated lands, and the matter will be considered in 1901 as to how many and what premises may be exempted from payment of the assessment rate.

2.—POPULATION.

The following is a comparative statement of the population as taken from the Interim Report of the Superintendent of Census :—

	1881.	1891.	1901.	Increase per Cent. 1881–1891.	Increase per Cent. 1891–1901.
	22,026	22,801	26,389		
Military ...	189	183	125		
Prisoners of War	—	—	8	3·5	15·4
Total...	22,215	22,984	26,522		

The increase ascertained in 1901 is due chiefly to the extension of the limits in 1898. Until the Census returns have been completed, it is impossible to say what increase, if any, there was within the old limits as compared with 1891.

3.—CENSUS.

In a letter dated 21st May, from the Colonial Secretary, it was intimated that the taking of the Census within Municipal limits should be managed by the Chairman, the funds being provided by Government.

The Council at their Meeting on 16th June acceded to the proposal, and the preliminary steps were taken later on in the year to obtain lists of all premises, names of chief householders, &c.

The Municipality was then divided into blocks for purposes of the final enumeration of residents.

4.—MEMBERS OF COUNCIL.

Mr. L. Creasy, Provincial Engineer, who left the Island at end of 1899, having returned, Mr. W. Pole Fletcher resigned his seat as a member of the Council, and Mr. Creasy was nominated by His Excellency the Governor on 25th March. There were no other changes during the year.

5.—COUNCIL MEETINGS.

There were fifteen general meetings of the Council during the year, of which there were two special meetings. The attendance of members were as follows :—

General Meetings.

Hon. Mr. H.Wace	15
J. H. Sproule, Esq.	12
W. D. Gibbon, Esq.	11
E. Beven, Esq.	14
C. Vanderwall, Esq.	12
R. W. Jonklaas, Esq.	11
Dr. J.Craib	11
W. Pole Fletcher, Esq.	2
C. M. Fernando, Esq.	13
L. Creasy, Esq.	8

6.—Standing Committee.

At the meeting of the Council on 20th January the following members were elected members of the Standing Committee:—Messrs. Sproule, Beven, Vanderwall, and Fletcher. On 17th March Mr. Creasy was elected a member of the same Committee in place of Mr. Fletcher, who had resigned on Mr. Creasy's return to the Island. The total number of meetings held by the Committee were twelve, one being an adjourned meeting. The attendance of members was as follows:—

Hon. Mr. H. Wace	...	...	...	12
J. H. Sproule, Esq.	...	...	...	10
E. Beven, Esq. ...	...	...	...	11
C. Vanderwall, Esq.	...	...	...	9
L. Creasy, Esq. ...	...	...	...	9
W. Pole Fletcher, Esq.	...	...	...	1

7.—Personnel.

Dr. F. Keyt, Health Officer, having resigned his appointment owing to ill-health, several applications for the vacant appointment were submitted and considered at the meeting held on 20th October.

A resolution that applications be invited by advertisement was negatived, and the voting resulted in the appointment of Dr. Anderson Smith, who had for several years been practising in Kandy. He took up his duties from 1st November.

Mr. Weerasinhe, Storekeeper, who held the appointment since 1866, in accordance with twelve months' notice given, retired, and Mr. Marcellis was, at the meeting on 15th September, appointed to take up duties.

8.—Special Committee, Water Supply.

The following members were, at the meeting on 20th January, appointed a Special Committee to consider questions connected with the water supply :—Mr. Beven, Dr. Craib, Mr. Fletcher, and Mr. Fernando. Mr. Fletcher resigned in March and was succeeded by Mr. Creasy.

9.—Audit.

Mr. John Guthrie was, under section 116 of the Municipal Ordinance, nominated auditor by His Excellency the Governor in Executive Council, and maintained a continuous audit during the year.

10.—Municipal Works.

The expenditure sanctioned during the year for maintenance of streets and roads, repairs, clearing barrel drains, maintenance of buildings, pavements, bathing and dhobies' tank, recreation ground, and sundry minor works amounted to Rs. 17,419·95 :—

	Rs.	c.
Provided for in Budget	15,035	75
Supplemental Budget	2,384	20
	17,419	95

There were savings on several estimates amounting in all to Rs. 574·33, the total expenditure having been Rs. 16,845·62.

The streets metalled were Hill street, King street, Cross street, and small portions of Lady Anderson's road and Jail road.

Repairs were carried out in respect of Brownrigg street, Pavilion street, Temple street, Palace square, Victoria drive, Colombo street, Colombo road, and Haloluwa road.

The side drain along a portion of Katukele lake road, which has been much needed for many years, was constructed in cement concrete.

A portion of the pavement in Colombo street was laid in cement concrete. It is desirable that every year some portions of the pavement should be thus improved throughout the town.

All the barrel drains were cleared of silt and deposits.

All streets and roads were thrice weeded and cleaned, side drains cleared of silt, sides reduced, and, where necessary, jungle cut back. Victoria drive was gone over six times.

A statement of average expenditure during the three years 1896-98 and statement of votes and expenditure during 1899-1900 are given in Appendix A, together with details of expenditure under the different votes during 1900.

No funds were available for carrying on the extension of the road along the bank of the Mahaweli-ganga from Lewella, one mile of which was opened a few years back.

The proposal to construct a bridge over the Meda-ela and to extend the Deyennewela road to Huduhumpola has not advanced, the residents at Huduhumpola not having contributed the moiety of cost which they were called upon to pay in accordance with an offer made by them, if they desired the work to proceed.

Owing to the extension of limits, the Council was called on to repair a minor road leading from Wellatta to Mount Pleasant. Little or nothing had been done to the road for several years. All the side drains were blocked up and portions of the road served for purposes of water channels. Provision was made for putting this road into good repair during 1901. The platform of the bridge over the Meda-ela was in very bad order, most of the planks having become decayed, and the bridge was next to impassable. The necessary repairs to the planking were carried out.

Owing to heavy rains on 2nd December (4·75 inches having been registered in the Hantane estate) the Meda-ela was in high flood, having risen 12 feet above ordinary level, and during the night both the abutments of the bridge were seriously damaged, the one on the northern bank completely collapsed. A temporary bridge and path were provided to enable residents and others to cross the stream. The reconstruction of the bridge remains over for future consideration. The total cost will probably be not less than Rs. 4,000, as it is advisable to have a greater distance than heretofore between the abutments to allow of more waterway. The owners of properties to the south of the stream who petitioned the Council were asked to provide half the cost, but they have intimated their inability to do so. The Superintendent of Works' report is annexed (Appendix B).

11.—Water Supply.

The supply of water in the reservoir was well maintained during the year owing to the unusual rainfall, the total rainfall having been 102·45 inches, greater than that of any of the preceding years, and 20·33 above the average of thirty-one years, starting with a total rainfall in January of 9·60, double the average of thirty-one years.

For convenience of residents in the localities the 3-inch mains were extended along Colombo road to allow of a private supply to three newly erected buildings, also along a distance of 165 yards along the Katukele Lake road.

12.—Roseneath and Fairieland Estates.

The removal of all mana grass within the catchment area has been continued, and it is satisfactory to learn that the young plants put in over the ground are coming on very well, in places where the soil is bad the growth has not been great. The favourable season kept the plants in good vigour.

With the growth of these trees and plants the yield from tea must necessarily diminish each year, and before long it will have to be considered for what longer period it will be profitable to carry on the cultivation of the tea and cacao, care being taken that the expenditure is covered by the sale of products. The following report on the year's working is by Mr. Gordon Pyper, who still remains in charge of the several properties :—

Roseneath and Amalagamated Estates, Progress Report for the Year 1900.

Afforesting.—Everything necessary in the way of supplying was done during the year. All the land was gone over, and every vacancy filled with double seeds at stake. There are patches here and there where growth is very poor, and a few places where the plants have not struck root owing to poor soil, but the bulk of the land is proving quite a success, and in a short time there will be a dense growth of jungle all over the place.

The grass on the sides of ravines has been allowed to spread so as to form a natural silt catch when it rains heavily.

Weeding out mana grass has been carefully attended to, and there is practically not a clump left within the catchment area. There is a lot of seed yet, however, in the ground, but a bi-yearly weeding is all that is wanted to stop and ultimately eradicate this fire-catching pest and enemy to afforesting.

Tea and Cacao.—Cultivation has been confined to weeding and gathering crops. Pruning of course had to be done to keep the trees flushing. There has been no manuring or digging the soil for any purpose, but supplying the seed failures.

Crops and Finance.—The returns have not been so good as last year owing to the fall in the tea market. They have sufficed, however, to meet all expenditure and leave a good balance over to the credit of the estate.

The Chairman, Secretary, and Mr. W. D. Gibbon paid a visit to the estates in November and went all over them. They decided to furnish the Hermitage bungalow in the hope of attracting tenants.

The rainfall for the year was 92·55 inches in 156 wet days, against 92·11 inches in 154 days last year."

The following is a summary of receipts and expenditure in connection with the year's working :—

		Rs. c.	Rs. c.
Receipts.			
By tea sold		20,737 31	
By cacao and minor products		4,413 75	
Sundries		90 48	
			25,241 54
Expenditure.			
Superintendence (including conductor)		4,050 0	
Plucking and manuring of tea		8,464 31	
Weeding		4,862 77	
General expenses		3,466 66	
Cacao curing and minor products		741 48	
Afforesting		964 22	
			22,549 44
Profit ...		—	2,692 10

In accordance with instructions of the Special Committee the properties were inspected and reported upon by Mr. Joseph Fraser, who stated that the general cultivation "was quite satisfactory and cost reasonable." He considered the charge for superintendent high, and it was reduced subsequently to Rs. 3,000 per annum.

He recommended that grass and scrub likely to be fired should be cut out, and young trees protected from grass, scrub, and other growth till they had established themselves.

The acquisition of a portion of the Hantane estate lying within the catchment area of the reservoir received very careful consideration. It was finally decided by the Council to adopt the recommendation of the Special Committee that this portion of the Hantane estate (75 acres in extent) be not purchased, as the sum required for its acquisition was considered excessive.

Plans and estimates were submitted for diverting from the reservoir the water flowing down from the portion of Hantane estate. The matter remains in abeyance, there being no immediate necessity for carrying out the work, there being no buildings on the land.

13.—Meters.

During the year meters were fixed in several premises where an excessive consumption of water was reported to have taken place.

The Special Committee appointed to consider the question connected with water supply were of opinion that a meter should be fixed in every house having a private supply. It seemed unfair that while meters had been fixed in some premises, that others should be exempted from such a wholesome check on the consumption.

It is impossible to ascertain whether there is an excessive consumption of water until a meter has been fixed. If the supply of water in the reservoir was unlimited, there would be no necessity for any restriction, but with an increased consumption, as has taken place, and with a limited supply, the precaution is necessary to prevent an undue waste. The rainfall for the past two years has been very favourable, the reserve supply having been well maintained. It is necessary at the same time to keep in view the probability of the recurrence of years of drought, such as occurred in 1898, when the level of water in the reservoir fell 27 feet below spill-level, and had not again reached spill-level at the end of the year. It did so the following month; due, however, to an unusual fall of rain which was double the average.

In accordance with this opinion the Special Committee recommended the alteration of the by-laws 20 and 21, and submitted the following amendment :—

20. It shall be lawful for the Council to fix a meter on the pipe for private supply of water to every house or premises, and the owner or occupier shall be liable to pay at such rates as may from time to time be determined by the Council for all water shown by the meter to have been consumed in excess of two thousand gallons for every rupee of water-rate assessed in respect of such house or premises. It shall be lawful for the Council to agree with any person to supply water for other than domestic purposes on such terms and subject to such conditions as to the Council shall seem fit.

The Council shall, however, have the right to suspend by resolution the operation of this by-law, so far as it relates to the charges herein authorized to be made when the supply of water in the reservoir justifies such a cause.

21. The Council shall provide and fix all meters and may charge for the use of any such meter such rent as the Council may deem reasonable, but no such rent shall be charged if the consumption of water shall not be in excess of the allowance mentioned in the preceding by-law.

The matter was fully discussed at the meeting on 15th December, and on the matter being put to the vote the majority ruled against the alteration. The Chairman and Mr. Beven recorded their reasons of dissent as follows :—

Chairman's Reasons of Dissent from Opinion of the Majority.

Resolution 7.—Meeting of 15th December, 1900.

1. I desire to enter my protest against the resolution adopted upon Mr. Beven's motion at the meeting of the Council on the 15th ultimo. It is desirable to place on record the history of this question.

2. In February, 1890, a Sub-Committee reported on the subject of fixing meters, and recommended that a charge be made for their use, and fixed the proposed charge and also the rate for water to be used in excess of allowance and for trade purposes. This recommendation was accepted by the general meeting on 13th September, 1890. There were then in hand a few meters obtained with the other plant for construction of the waterworks, and these were fixed without protest, and have been in use ever since. No charge appears to have been made for their use.

3. No further action appears to have been taken until 1897 (February), when a Sub-Committee, Messrs. Sproule and Philip, appointed to consider applications for water service to be laid on to buildings made on the 15th February the following recommendation :—

"*Meters.*—It is essential that a supply of these be obtained immediately, and one or more affixed to each and every house where water is laid on. These meters to be regularly inspected monthly, and bills sent out to all consumers of water in excess of allowance at the rates fixed by the Council."

This report was accepted by the Standing Committee on the 20th February, and it was recommended that a Special Committee be appointed to control and supervise all matters relating to the water supply.

4. This Special Committee was appointed on the 20th March, 1897, and consisted of the Chairman, Mr. Alexander Murray (Provincial Engineer), Dr. Keyt, and Mr. Philip.

5. In 1898 (29th January) this Special Committee (the Chairman, Dr. Keyt, and Mr. Philip) discussed the question of obtaining a supply of meters to be put on every building having a private supply, and an estimate amounting to Rs. 32,365 for cost of meters was submitted. It was further then resolved that a charge should be made for meters in use during 1897, and also for water used in excess of allowance where ascertained.

6. On 7th March, 1898, it was decided by the Special Committee (Present: The Chairman, Dr. Keyt, and Messrs. Gibbon and Philip) to recommend the Council to order a necessary supply of meters at the estimated cost of Rs. 32,365.

7. At a Special Meeting of Council held on 19th March, 1898, at which the Chairman, Dr. Keyt, the Provincial Engineer, and Messrs. Beven, Vanderwall, Jonklaas, and Philip were present, this recommendation was, on the motion of Mr. Philip, seconded by Mr. Jonklaas, approved, and the order for the supply of meters was authorized.

8. Correspondence then ensued between the Council and the Director of Public Works as to the best kind of meters for use, and this point having been settled in July, 1898, the order for the supply of meters was placed with Messrs. Lord of Birmingham. They were received at the end of 1898, and the fixing of meters in certain houses commenced early in 1899.

9. On the 8th April, 1899, the Secretary reported that twenty-six meters had been fixed up to that date, and he was directed to report at each meeting the number of meters fixed.

10. On 17th June, 1899, a petition was received from residents protesting against the fixing of meters, and it was referred to a Special Committee consisting of the Chairman, Messrs. Sproule, Beven, Gibbon, and Vanderwall, who reported on the 16th September, 1899, to the Council, who, upon the motion of Mr. Sproule, seconded by Mr. Beven, adopted the report, which was in the following terms. (Annexure A). A copy of this report was sent to the Chairman of the Committee which submitted the petition.

11. In reply to a further representation from the Sub-Committee of ratepayers, dated 14th November, the Council resolved to ask Government to amend by-law 20 of chapter XII. to increase the allowance of water from 1,000 to 2,000 gallons for each rupee of water rate paid per quarter, but declined to waive the charge for use of meter. All members were present at this meeting, with the exception of Mr. Gibbon.

12. On the 10th December, 1899, the Standing Committee resolved to cut off the supply of water for all houses which had not paid the charge for excess of water consumed.

13. A further petition, dated 13th January, 1900, from certain resident ratepayers in Kandy, was referred to a Special Committee consisting of Messrs. Gibbon, Beven, Sproule, Vanderwall, and Fernando, whose report, dated 2nd March, 1900 (Annexure B), was adopted by the Council, on the motion of Mr. Sproule, seconded by Mr. Vanderwall, on the 19th May.

14. The Council further approved at this meeting a list of houses in which meters have been fixed, and ordered recovery of charges for excess consumption of water therein.

15. In October, 1900, the Special Water Committee, at which the Chairman and Messrs. Beven and Fernando were present, on the motion of Mr. Beven adopted (Mr. Fernando dissenting) the following amendment to by-law No. 20 of chapter XII. (Annexure C), which was duly brought before the Council on the 16th ultimo and was rejected by four to three, the majority consisting of Messrs. Creasy, Fernando, Vanderwall, and Sproule. The following members were absent from this meeting: Messrs. Gibbon and Jonklaas.

16. In view of the recommendations of the various Committees quoted above, it is difficult to understand how any opposition can be reasonably offered to Mr. Beven's proposed amendment, which practically embodies the resolution of the Sub-Committee of the 15th July, 1897, which was adopted by this Council, and it must be remembered that since that date the allowance of water has been doubled to private services, and that Mr. Beven proposes now to waive entirely the charge of rent when there is no excess consumption, an indulgence which the Committee referred to above never recommended.

17. The inception of the meter system was due to the decision to conserve available supplies by checking preventable waste, and the object sought was not to increase the revenue, but to effect a general economy and to deal with ratepayers on an equitable basis. The fact of a meter being used prompted the consumer to act as his own inspector and stop any dribbling waste which should occur in his premises.

18. The amendment proposed by Mr. Beven merely ensures what the Council has an undoubted right to secure, viz., the prevention of waste of water and the power to recover the charge for excessive consumption. It is idle to compare the Kandy water supply with the copious supply from the Labugama Wak-oya reservoir for Colombo, and to maintain that there is an unlimited supply of water in the reservoir. If such were the case, it would not have been necessary to restrict the supply from the commencement to eight hours only each day. It is, moreover, notorious that the supply does fail in the dry season, and has to be carefully watched.

19. The claim for unlimited and unchecked use of water on the part of a few ratepayers merely ensures the restriction of its extension and use by the poorer classes in other parts of the town who have no house service. The Council has many claims before it for extension of water to these localities along the Peradeniya and Ampitiya roads, and it is in their interest that I protest against a resolution which permits the wealthy ratepayers to continue to waste water, while it denies the Council the right to control waste and thereby the means of providing water to others. I am satisfied that if every house had a meter the Council would not only be in a position to extend the hours during which the water was available, but at the same time to provide further the extensions so much desired.

20. The contention that the cost of the upkeep of the meters will be a continual burden upon the Council is disproved by the figures of 1900 only, when a sum of Rs. 699·50 was recovered for rent and excess consumption, against a charge of Rs. 331·49 for maintenance within the same period. This fact abundantly proves the utility of the meters, though no doubt it explains the opposition to them.

21. There is at the present time an amount of Rs. 2,598·98 outstanding from ratepayers for excess water consumed by them during 1899, although the following conditions have been always attached in each case where a house service has been allowed:—"1,000 gallons of water for every rupee of water rate. Any quantity in excess charged for at the rate of 50 cents per gallon. A charge will be made for use of meter when fixed." It is this charge that those who accepted the house service now repudiate.

H. WACE,
Chairman.

December 23, 1899.

ANNEXURE A.

The Special Committee of the Municipal Council of Kandy appointed on the 17th June to consider and report on the petition of ratepayers dated 15th June, protesting against the fixing of meters, beg to report that from inquiries made and information obtained they find that the Special Committee appointed to consider questions connected with the water supply having ascertained that there was an excessive consumption of water recommended the purchase of a necessary supply of meters, the Special Committee, being of opinion that a meter should be fixed in each house having private supply.

The Council, at their meeting in March, 1898, sanctioned the recommendation of that Special Committee, and the requisite number of meters were ordered under authority of the Council. A number of them have been fixed in various houses by order of the Special Committee on Water Supply, that Committee being of opinion that the terms of their appointment empowered them to do so.

Your Committee is, however, of opinion that no meters should have been fixed except by order of the Council, and recommend that in future each case in which it is proposed to fix a meter should be submitted to the Council for instructions. The Council have paid the cost of the meters. The charge which is made to the occupants of houses to which meters have been affixed in proportion to the size of meter fixed is by way of rent for their use and to cover cost of repairs, &c. The Council is empowered by by-law No. 21, chapter XII., to make this charge.

Your Committee recommend that no charge be made for use of a meter if there is found to be no excess of consumption of water above the allowance during the quarter, and even then that no charge be made should that excess of consumption not exceed 1,000 gallons during the quarter. Under these conditions the fixing of meters will be no hardship.

The Council will remember that during last year the supply of water in the reservoir was very considerably diminished owing to the long and unprecedented drought, and that at one time there was an apprehension that the supply would be entirely exhausted. This may occur again, and as long as the supply of water is limited, as at present, in dry weather, it is necessary to prevent any waste or undue or excessive consumption of water.

Your Committee are informed that the water is turned on daily for eight hours and not for six only as stated by the petitioners ; but even in this limited time meter readings show that 66 per cent. of the houses that have a private supply exceed the allowance.

ALLANSON BAILEY.
J. H. SPROULE.
EDWIN BEVEN.
C. VANDERWALL.
W. D. GIBBON.

Kandy, September 16, 1899.

ANNEXURE B.

Report of the Committee appointed to consider the Petition dated the 13th January, 1900, from certain Residents of Kandy re *Water Meters.*

The petitioners are right in contending that the fixing of water meters in their premises was illegal By-law No. 20, chapter XII., regulates the law on the subject. In no case under consideration did the Council authorize that a meter be fixed. In looking into the proceedings of the Water Committee we find that this Committee resolved on the 7th March, 1898, that the Council be recommended to order the necessary supply of meters. This recommendation was adopted by the Council on the 19th March, 1898. It was presumably on this supposed authority that 275 meters were ordered at a great cost, and some of them fixed in private premises. The fixing of the meters being illegal, it follows that a levy of a charge for meters so fixed is equally illegal. Under the circumstances we recommend (1) that no charge be levied for the use of meters already fixed ; (2) that where such charges have been recovered, they be refunded on application ; (3) that in future by-law No. 20, chapter XII., be strictly observed, and that each case in which it is proposed to fix a meter be submitted to the Council for its inquiry and order.

As regards meters that may be fixed in future in accordance with the by-law previously referred to, we recommend that the annual charge should not exceed 10 per cent. of the value of the meter, and when the charges paid aggregate the cost of the meter there should be no further charge ; repairs of meters to be borne by the Council, except such as are caused wilfully or negligently by the person or persons resident in the premises wherein such meters are placed.

EDWIN BEVEN.
C. VANDERWALL.
CHAS. M. FERNANDO.
J. H. SPROULE.

March 2, 1900.

ANNEXURE C.

20. It shall be lawful for the Council to fix a meter on the pipe for private supply of water to every house or premises, and the owner or occupier shall be liable to pay at such rates as may from time to time be determined by the Council for all water shown by the meter to have been consumed in excess of 2,000 gallons for every rupee of water-rate assessed in respect of such house or premises. It shall be lawful for the Council to agree with any person to supply water for other than domestic purposes on such terms and subject to such conditions as to the Council shall seem fit.

The Council shall, however, have the right to suspend by resolution the operation of this by-law so far as it relates to the charges herein authorized to be made, when the supply of water in the reservoir justifies such a course.

21. The Council shall provide and fix all meters, and may charge for the use of any such meter such rent as the Council may deem reasonable, but no such rent shall be charged if the consumption of water shall not be in excess of the allowance mentioned in the preceding by-law.

MR. BEVEN'S REASONS OF DISSENT FROM OPINION OF MAJORITY.

Resolution 7.—Meeting of 15th December, 1900.

The principle that the consumption of water should be controlled has been recognized by Council. The existing by-laws which provide for payment if the consumption exceeds a certain allowance, the installation of meters in some houses, and the rule adopted for the last year that no application for service pipes shall be granted unless meters are fixed on them, all establish that owing to a limited water supply the Council insists that the use of water should be so regulated as to prevent wastage. The means of ascertaining the quantity used is thus a principle that the Council has long assented to. The object of my resolution was to make this principle apply to all who enjoy the privilege of drawing their supply of water by service pipes. At present about eighty householders have the quantity of water consumed by them checked. The rest can practically use any quantity of water they please. This distinction is invidious, and has created a grievance.

As the law now stands all are liable to pay for water who consume in excess of the allowance. But liability of those only can be ascertained, and the amount due by them recovered, who have meters. The others escape liability and payment in consequence of the refusal to give the Council the right to fix meters in all cases. The existing by-law which makes the consumer of a certain quantity of water liable to pay for it, but which does not provide the mode of ascertaining that quantity, is a dead letter. My amendment would have made it a working by-law. There is thus at present, in all probability, money due to the Council which it cannot recover, because the Council is refused the means of obtaining information as to how much is due to it.

For these reasons I beg to file my dissent from the opinion of the majority of this Council on my resolution considered on the 15th December last.

EDWIN BEVEN,
Member for Ward No. 1.

To facilitate the recovery of amounts due for water consumed in excess of allowance, and also to avoid the costs usually incurred in recovering amounts due by process of law, the following by-law was adopted and sanctioned by His Excellency the Governor :—

Chapter XII. of By-laws, Section 21 (a).

The amount recoverable under the preceding section (21) be recovered in the manner provided by sections 281 and 282 of "The Municipal Councils' Ordinance, 1887."

14.—Electric Lighting.

The lighting of streets and the market have been maintained during the year. Owing, it is understood, to defects in portions of the cables, interruptions have occasionally taken place.

The lamps are inspected during each night and a report made of all lamps not lighted, and this is sent on to the Resident Engineer.

The total amount paid during the year was Rs. 16,530·06, as against Rs. 18,910, the sum provided for in the Budget.

One of the arc lamps situated in Colombo street at the crossing of Castle Hill street was removed and placed in Victoria Drive at the junction with Ward street.

15.—Tolls.

The amount realized by sale of tolls for the year was as follows :—

	Rs.
Ampitiya and Gurudeniya	1,330
Gonawatta and Talatu-oya	5,600
Haloluwa	400
Ilukmodara and Kundasale	600
Katugastota	10,000
Lewella	3,100
Peradeniya	2,870

16.—Sanitation.

Attention was paid by the Health Officer to the alleys and clearing of cesspits. The alleys were kept in a clean and sanitary state as far as circumstances admitted. No permanent improvements can be made until several of the buildings in alleys had been reconstructed.

The beds and banks of streams have been cleared and kept open, and, when necessary, deposits of rubbish and stagnant water have been removed, the cost being provided out of the special vote for the purpose.

17.—Public Health.

The general health of residents during the year was good. The following are extracts from the Health Officer's report :—

January, February, March.—Exceptionally good.
April.—Health good. No epidemic reported.
May.—Good. Mortality not more than average.
June.—On the whole satisfactory.
July.—Health of town satisfactory, with exception of few cases of chickenpox.
August.—With exception of slight chest and bowel complaints, which prevailed amongst children, due to wet weather, the health of town exceptionally good.
September.—Unusual outbreak of sickness at Katugastota. (See special report.)
October.—Exceptionally good.
November.—A few cases of chickenpox and fever were reported.
December.—No epidemic. A few cases of chickenpox and measles reported.

Nine cases of cholera were reported at Katugastota within the newly extended limits between the 4th and 11th October. Of these, the Health Officer reported that three cases which occurred between the 4th and 7th he was of opinion were from acute diarrhœa, a disease not uncommon at the time of the year. The other cases reported as cholera were due to convulsions and pneumonia. Three cases between the 9th and 11th showed symptoms of genuine cholera.

Prompt measures were taken. Several houses where cases had occurred were burned down, all clothing, mats, &c., of infected persons were destroyed, and premises thoroughly disinfected. A number of claims were made for compensation, and after a full and careful inquiry a sum of Rs. 1,581·38 was paid, including cost of work done :—

The following is an extract from the Health Officer's report.

> As soon as it was found out what the nature of the disease was, a qualified medical officer was stationed on the spot by the Colonial Surgeon to treat the patients, and I directed Mr. Inspector Toussaint to remain at Katugastota in charge of a gang of coolies and a number of carts to carry out sanitary measures, such as the destruction of infected houses and property by fire, the clearing of gardens, and the disinfection of all the premises as far as the limits of the Municipality, and I am glad to say that the result of these measures was most beneficial, and that the disease was effectually stamped out within a week. After the 11th instant no fresh cases occurred either at Katugastota or its vicinity, but I may mention that a low-country Sinhalese was admitted into the Infectious Hospital, Kandy, with cholera on the afternoon of the 30th. This man was said to have come from Gonagama village, near Hanguranketa, where cholera was prevailing at that time.

Special attention was paid to the limewashing of all boutiques and native dwellings and the clearing up of gardens, especially at Katugastota.

The temporary cholera hospital erected a few years back near the General Hospital having been removed, the Council erected on the site two of the iron hospitals obtained from Colombo in connection with precaution against plague. These buildings were fortunately not required, but remained for any emergency of the kind.

18.—Births and Deaths.

The following is the return of births and deaths :—

	Population, Census, 1891.	Number of Births, 1900.	Number of Deaths, 1900.	Cause of Death.									
				Cholera.	Smallpox.	Measles.	Enteric Fever.	Other Fevers.	Dysentery.	Diarrhœa.	Pneumonia.	Infantile Diseases.	Other Diseases.
Jail ...			3	—	—	—	—	2	7	2†	10	—	14‡
Town ...	* 20,375	759	67	—	—	—	5	57	30	36§	17	249	280
Hospital ...			39	3	—	—	4	2	34	97‖	37	13	208
			1,107	3	—	—	9	61	71	135	64	262	502

* Limits extended, 1898 ; population according to Census of 1901, 26,552.
† Includes 1 case acute diarrhœa.
‡ Includes 8 executions.
§ Includes 4 cases acute diarrhœa.
‖ Includes 1 case acute diarrhœa.

19.—Plague Precautions.

A site was selected at Mahaiyawa, cleared, and levelled ready for the erection of any huts required. Amount expended Rs. 44.02. No further steps were thought necessary, no cases of plague having occurred in the Island.

20.—Market.

During the year the public market was well maintained, there always being good supplies of articles for human consumption, especially on Mondays and Fridays of each week. On these days large supplies of vegetables and fruits are brought in from the surrounding districts, collected, and large quantities forwarded to Colombo and to stations up-country.

Tenders were invited for renting the open spaces in and out of the market verandah used by sellers of vegetables. No tender was accepted, however, as the annual amount of daily collections for such spaces exceeded the amount of any tender.

The Health Officer has made constant visits and inspected all articles of food.

21.—Scavenging.

The street sweepings and house rubbish were daily removed and disposed of by the contractor during the year, the amount paid being Rs. 12,845·75.

The removal of night soil was carried out by hired labourers as heretofore under the supervision of an Inspector.

Owing to additional work new carts and drums were necessary, to meet the cost of which a sum of Rs. 3,885·75 was provided under Supplementary Budget No. 2. The total cost amounted to Rs. 17,505·49, including the cost of removal from public latrines. During the same period the amount recovered for work done in private houses was Rs. 9,816·51. Particulars of cost of the work, number of premises served, &c., are given in Appendices G and H.

22.—Slaughter-Houses.

These buildings, as well as the cattle exposing shed and all animals brought for slaughter, were regularly inspected by the Health Officer during the year. The buildings were kept in a sanitary condition. The number of animals slaughtered during the year as well as during the previous years were as follows :—

	1897.	1898.	1899.	1900.
Cattle	5,063*	4,834*	5,286	5,404
Buffaloes	—	—	1,232	1,423
Sheep	4,369	2,645	4,550	4,073
Pigs	—	20	114	101

*Including buffaloes.

During 1899 and 1900 there was a considerable increase in the number of animals slaughtered, due in some measure to cattle previously slaughtered at Katugastota, where there is no slaughter-house, being now brought to the Kandy slaughter-house.

23.—Police.

The same number of police employed for Municipal purposes within old limits was continued. The number of police is as follows :—One Inspector, two first class sergeants, two second class sergeants, and thirty-five constables. It was arranged that an additional sergeant and six constables be provided in 1901 for duty at Ampitiya.

The necessity for the increase of the rate for the maintenance of police, including an additional number required, and cost of lighting, was brought forward by the Chairman at the meeting held on 19th December. It was pointed out that the Budget for 1901 showed a probable deficit of Rs. 8,926 on the year's working. Hitherto the extra cost of lighting had been met out of a previous credit balance, and the surplus remaining was insufficient to meet the probable deficit.

After some discussion it was agreed to by a majority that the annual rate for 1901 be fixed at 6 per cent., being an increase of 1 per cent. on previous rates. It was calculated that this additional rate would bring in a sum of Rs. 5,827·32.

24.—Recreation Ground.

The extension of the present ground has been several times considered, but no extension has been carried out, as all available funds were required for other more pressing purposes. The use of the ground continued during the year by several clubs for purposes of cricket and football.

25.—Public Thoroughfares.

The main roads through the Municipality have continued in charge of the Public Works Department as heretofore. The expenditure during the year, furnished by the Provincial Engineer, under several estimates is as follows :—

Statement of Expenditure of the Maintenance of Roads within the Municipality of Kandy for the last Nine Years.

Year.	Kandy Railway Approach Road. Rs. c.	Roads from Queen's Hotel, Kandy, to Katugastota. Rs. c.	Peradeniya Road to Lewella Ferry. Rs. c.
1892	597 29	2,058 26	5,338 33
1893	595 1	2,376 84	4,792 17
1894	575 4	2,277 37	4,770 89
1895	597 25	2,261 65	4,394 91
1896	712 81	2,810 80	4,863 65
1897	715 93	2,445 56	4,700 16
1898	830 18	3,616 13	5,368 39
1899	1,696 4	3,231 84	5,156 77
1900	1,764 84	4,249 26	6,378 48

26.—Ornamental Trees and Plants.

The work chiefly carried on in respect of these was the removal of branches of trees overhanging houses and along streets used on occasions of the perahera and other processions. The grounds in front of the Post Office were attended to, a portion being in charge of the postmaster. The ground at head of the lake in vicinity of the tennis court was several times weeded and cleared, hedges trimmed, and border filled in with a few foliage plants. The island was several times cleared of weeds and grass cut.

27.—Public Places.

The recreation ground and Victoria esplanade were periodically attended to during the year, kept free of weeds, and the grass regularly mown, also the ground in front of the market.

The use of the piece of ground situated between the Kandy Club and the Memorial Hall, and which had been handed over to the Council for purposes of conservancy, was allowed to the Planters' Association on following conditions :—

(1) That no buildings be erected upon it.
(2) That the land be fenced.
(3) That the land be ornamentally laid out.

Six wooden seats were obtained from Colombo, of which four were placed round the lake and two on Lady Horton's Road on sites overlooking the Dumbara Valley.

28.—Lake Conservancy.

The silt trap on south side of the lake was cleared out by the Public Works Department, the cost being met by the balance available from the loan obtained from Government. Amount expended Rs. 909·94. Under a vote by the Council of Rs. 1,200 the removal of silt by means of the dredger was carried on at different points. The main work being at outlets of drains near the United Service Library and on north of the lake near Mr. Silva's house, the silt being removed to a depth of 6 feet below water-level. The total quantity of silt removed was 829 cubes at a cost of Rs. 1,170·02. The minor silt traps round the lake were cleared of silt when necessary.

29.—Dogs.

The seizure of stray dogs was carried on during the year under the supervision of the police. The following is a statement of work done in this connection :—

	1899.	1900.
Total dogs seized	804	1,046
Destroyed	560	806
Redeemed by owners	243	237
Escaped	1	1
Sold by auction	—	2

30.—Municipal Magistrate's Court.

The following classified statement shows the number of cases instituted and disposed of during the year :—

	Pending 31st December, 1899.		Instituted during 1900.		Convicted during 1900.		Acquitted and Dismissed.*		Pending 31st December, 1900.	
	Cases.	Persons.	Cases.	Persons.	Cases.	Persons.	Cases.	Persons.	Cases.	Persons.
Cruelty to animals (No. 7 of 1862)	—	—	1	1	1	1	—	—	—	—
Nuisances (No. 15 of 1862)	8	8	365	866	354	817	18	53	1	4
Police (No. 16 of 1865)	2	2	60	119	59	116	3	5	—	—
Contagious diseases (No. 8 of 1866)	—	—	2	2	1	1	1	1	—	—
Carriages (No. 17 of 1873)	—	—	11	12	11	11	—	1	—	—
Municipal Councils' (1887, 1890, 1896)	4	4	308	315	277	281	29	32	6	6
By-laws (No. 19 of 1896), &c.	8	16	341	449	325	438	18	21	6	6
Total	22	30	1,088	1,764	1,028	1,665	69	113	13	16

* Includes withdrawn, discharged, closed, work done.

31.—Pretoria Celebration.

The celebration of the occupation of Pretoria was observed on the 20th June, the arrangements being carried out by a committee of residents. The Council voted a sum of Rs. 350 for the illumination of the island, the Library, and the Octagon. A public dance was held in the evening at the Town Hall.

32.—Town Hall.

The rates chargeable for use of the Town Hall was revised, the new scale of charges excluding the cost of lighting having been approved of at the meeting on 18th August. Persons hiring the Town Hall have to make their own arrangements with the Resident Engineer, Gas and Water Company, for the lighting, which is now done by means of electric lamps.

33.—House of Shelter.

On application by the Council, in accordance with a resolution adopted at the meeting on the 19th November, 1898, the cooly (known as the dharma) lines at Bogambara were handed over to the Council and have been used as a house of shelter by a large number of destitute persons, wanderers, paupers, and others, whom the Superintendent of Police had reported could claim no place where they could shelter, and who were in the habit of sleeping in verandahs of houses and other places in the town to the annoyance of residents. The Council provided a caretaker, who sees the building kept clean and in order.

34.—Financial.

Full particulars of receipts and disbursements during the year are given in the several statements in Chapter II. The statements being divided under the heads of—

(1) General Revenue.
(2) Consolidated Rate (Police and Lighting).
(3) Water-rate.

(1) *General Revenue.*

The following is a general *resumé* :—

		Rs.	c.
With no balance from 1899, the year's revenue amounted to	...	99,264	19
The total expenditure to	...	93,469	77
Balance carried to 1901 ...	...	5,794	42

These figures are arrived at as follows :—

General Revenue.

			Rs.	c.
Revenue estimated to be received during 1900 ...		...	94,408	6
Deduct contribution towards cost of establishment by Nos. 2 & 3 Accounts, the whole cost being charged under Disbursements ...		...	4,638	6
Actual probable revenue		...	89,770	0
Amounts received in excess of estimate :—	Rs. c.	Rs. c.		
Cemetery fees	264 0			
Commutation rate	322 0			
Rents, public market	3,023 88			
Rents, sundry	359 0			
Stamp duties	2,927 25			
Scavenging—for removal of night soil ...	816 51			
Slaughter-house fees	1,340 62			
		9,053 26		
Not estimated :—				
Sale of street lamps	1,480 0			
Sundry sums, viz., sundry debtor, sale of unserviceable tools, work done in private houses, and interest on arrears	1,647 11			
		3,127 11		
Gross Increase ...	—	12,180 37		
There was a decrease in receipts under the following heads :—				
Judicial account—fines	81 85			
Licenses, opium, &c.	2,217 50			
Taxes	170 50			
Tolls	200 0			
Public works	8 49			
Miscellaneous	7 84			
		2,686 18		
Leaving a net increase of	—	—	9,494	19
Bringing up actual amount received to ...	—	—	99,264	19

Disbursements.

	Rs. c.	Rs. c.	Rs. c.
The amount voted in Budget amounted to ...	—	—	89,165 62
Less share of establishment, Nos. 2 and 3 Accounts ...	—	—	5,100 22
			84,065 40
The following are particulars of increased expenditure under Supplemental Budgets and authorized transfers:—			
Scavenging—to meet cost of extra work ...	4,214 90		
Cholera outbreak at Katugastota	1,581 38		
Public works—extra works	1,810 96		
Office charges	888 40		
Public market—wages	109 79		
Sanitation	158 37		
Stamp duties	175 71		
Taxes	219 1		
Purchase of garden seats	284 41		
Pretoria day celebration	420 10		
Work done in private houses	495 47		
Rents	615 34		
Sundry sums	546 82		
		11,520 66	
Unexpended amounts and savings under sundry heads:—			
Repairs of boats (ferry)	1,212 94		
Legal expenses	200 0		
Cemetery account	168 66		
Commutation rate	109 9		
Other sums	425 60		
		2,116 29	
Net increased expenditure	—	—	9,404 37
			93,469 77
Balance to 1901	—	—	5,794 42
			99,264 91

(2) *Consolidated Rate (Police and Lighting).*

Balance from 1899		—	21,039 70
Collections during the year; interest		—	23,772 96
			44,812 66
Cost of Police for second half of 1899 and whole of 1900 ...	17,538 39		
Street lighting	16,530 6		
Share of establishment and commissions on collections ...	3,294 90		
Sundry sums	823 45		
			38,186 80
Balance ...		—	6,625 86

(3) *Water-rate.*

Commencing with a debtor balance		—	18,478 27
The expenditure during the year was as follows:—			
Proportion of cost of establishment		3,595 11	
Interest and sinking fund on loans		18,462 48	
Waterworks maintenance		5,051 49	
Interest to bank		729 54	
Sundry payments		675 66	
			28,514 28
			46,992 55
Collections during the year		26 360 40	
Sale of grass		970 11	
Water used in excess of allowance and rent of meters ...		699 50	
Balance of loan for acquisition of land		1,103 80	
Sundry receipts		121 3	
			29,254 84
			17,737 71
Roseneath and Amalgamated Estates.			
Profit on working, 1899		7,552 83	
Receipts during 1900—sale of produce		21,060 83	
Rent of Hermitage bungalow		270 0	
		28,883 66	
Expenditure during 1900		22,729 17	
			6,154 49
Balance debtor		—	11,583 22

Loans.

The following is a statement of the amounts outstanding on 31st December on the several loans obtained by the Council :—

			Rs. c.
I.—*Waterworks Construction Account.*			
Original loan			250,000 0
Amount due on 1st January, 1900			195,966 8
During the year the Council paid to Government ...	Rs.	12,500 0	
On account interest	,,	7,792 0	
The balance in reduction of loan			4,708 0
Leaving a sum due to Government at end of 1900			191,258 8
II.—*Improvement of Victoria Drive and removal of Silt from the Lake.*			
Original loan			40,000 0
Amount due on 1st January, 1900			36,000 0
Reduced by the annual instalment			4,000 0
Leaving balance due at end of the year			32,000 0
III.—*Purchase of Lands within the Catchment Area of the Reservoir.*			
Original loan			103,000 0
Amount due on 1st January, 1900			100,288 79
During the year the Council paid in addition to interest at 4 per cent. a sum in reduction of loan at the rate of 2 per cent.			1,995 74
Leaving due at end of the year			98,293 5
IV.—*Instalment on Account of Loan sanctioned for Improvement of the Drainage Scheme.*			
The Council obtained			16,300 0
Paid during the year			311 55
Leaving due at end of the year			15,988 45

CHAPTER II.

The following is an abstract of receipts and disbursements for 1899 and 1900 :—

	1899.				1900.			
	Receipts.		Disbursements.		Receipts.		Disbursements.	
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
General Revenue :—								
Original ...	88,664 35	—	90,554 18	—	94.408 6	—	89,165 62	—
Supplementary No. 1	7,028 0	—	11,656 6	—	2,330 0	—	5,279 70	—
Do. No. 2	16,300 0	—	—	—	5,560 24	—	4,753 75	—
	111,992 35	107,130 97	102,210 24	94,129 16	102,298 30	99,264 19	99,199 7	93,469 77
Assessment tax : Original number Account	22,361 55	21,856 20	20,084 75	9,487 41	27,664 32	23,738 15	36,598 8	38,151 99
Water-rate : Original No. 3 Account ...	58,082 60	28,749 25	57,844 80	46,416 30	59,920 9	58,944 60	53,896 50	52,049 55
	192,436 50	157,736 42	180,139 79	150,032 87	189 882 71	181,946 94	189,693 65	183 ,671 31
Balances, General ...	—	—	—	19,607 23	—	21,039 70	—	18,478 27
Do. No. 2 Account	—	15,276 33	—	—	—	—	—	—
Do. No. 3 Account	—	—	—	811 22	—	—	—	—
		173,012 75		170,451 32		202,986 64	—	202,149 58
Balances (at end of 1900)	—	18,478 27		21,039 70		11,583 22	—	5,794 42 6,625 86
		191,491 2		191,491 2		214,569 86	—	214,569 86

The details of the receipts and expenditure are given in the following statements :—

General Revenue (No. 1 Account) : Receipts.

	Estimated for 1899.	Realized.	Estimated for 1900.	Realized.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Arrears.				
Commutation rate		174 50		54 0
Cemetery account		41 66		—
Rents		5 68		84 0
Miscellaneous receipts		—		55 39
Tolls and interest	1,555 0	1,105 35	1,700 0	—
Tax on vehicles and animals ...		199 0		168 0
Tax on dogs		—		13 50
Costs		2 91		—
Scavenging		329 50		1,185 0
Police Court fines		—		178 50
Cemetery Account.				
Fees	700 0	926 84	1,055 0	1,114 0
Commutation rate	11,628 0	11,789 0	12,000 0	11,822 0
Cattle shed	—	273 50	—	—
Interest	300 0	12 46	130 0	135 82
Judicial.				
Municipal Court fines	2,000 0	1,269 0	2,000 0	2,114 90
Police Court fines	1,000 0	611 85	1,000 0	603 25
Licenses.				
Auctioneers and brokers	120 0	320 0	240 0	200 0
Opium	6,750 0	6,750 0	4,350 0	4,350 0
Special slaughter	20 0	60 25	50 0	47 50
Sundries	50 0	66 50	60 0	60 0
Dangerous and offensive trades ...	600 0	636 0	600 0	575 0
Miscellaneous Receipts.				
Cattle trespass	85 0	24 0	50 0	51 95
Badges for horsekeepers, &c. ...	130 0	159 0	150 0	157 0
Sundries	300 0	192 76	250 0	233 21
Office Charges and Pensions.				
Contributions by water-rate ...	2,276 80	2,424 16	4,696 0	4,739 60
			338 80	360 62
Contribution to cyclostyle... ...	—	138 71	—	—
Public Markets.				
Monthly rents ...	7,800 0	7,986 0	8,700 0	8,723 76
Lighting	—	—	1,875 0	1,914 18
Costs	—	—	250 0	198 48
Daily rents	2,750 0	3,522 5	3,900 0	4,037 46
Public Works.				
Government contribution	850 0	850 0	850 0	850 0
Perahera booths (esplanade rents) ...	—	201 97	125 0	197 51
Recreation ground rents	200 0	205 50	250 0	169 0
Street lamps	—	—	1,480 0	1,480 0
Rents.				
Lands and spaces	325 0	504 75	350 0	388 25
Vegetable market	280 0	300 0	280 0	300 0
Town Hall	250 0	585 0	455 0	455 75
Cattle shed	—	—	425 0	520 0
Scavenging and night soil	11,000 0	7,945 64	9,250 0	9,816 51
Slaughter-houses.				
Fees from cattle	3,800 0	5,151 25	5,400 0	5,481 50
Fees from sheep	325 0	569 46	500 0	509 12
Stamp Duties.				
Butchers	95 0	156 75	135 0	180 0
Carriages and carriers	2,289 50	2,718 90	2,680 0	2,770 0
Proctors and notaries	483 55	489 25	820 0	820 0
Firearms and poisons	33 25	22 57	25 0	18 75
Taverns	3,325 0	3,325 0	3,500 0	3,500 0
Hotels and liquor	4,346 25	5,128 10	7,088 50	7,088 50
Taxes.				
Bullocks	280 0	299 0	300 0	339 0
Dogs	150 0	212 60	250 0	145 50
Vehicles and animals	800 0	701 75	800 0	695 0
Tolls.				
Bogambara	40 0	40 0	40 0	40 0
Gonawatta and Talatu-oya ...	6,220 0	4,709 60	5,600 0	5,600 0
Haloluwa	637 0	529 7	400 0	400 0
Katugastota	10,415 0	9,171 7	10,000 0	10,000 0
Lewella	3,480 0	3,480 0	3,100 0	3,100 0
Peradeniya	2,929 0	3,447 88	2,870 0	2,870 0
Ilukmodara and Kundasale ...	779 0	857 47	600 0	600 0
Ampitiya and Gurudeniya... ...	1,730 0	1,730 0	1,330 0	1,330 0

	Estimated for 1899.	Realized.	Estimated for 1900.	Realized.
Sundry Items.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Suspense	—	27 0	—	12 0
Street lamps	—	—	—	88 27
Sundry debts recovered	—	766 37	—	1,825 45
Sanitation of Katugastota	—	—	—	500 28
Costs	—	135 15	—	0 48
Stores	—	216 74	—	3,980 89
Dog collars	—	54 15	—	7 44
Securities	—	522 0	—	553 20
Pretoria day celebration	—	—	—	284 58
Manures	—	375 50	—	—
Work in private houses	—	—	—	135 80
Clearing private cesspits	—	7 38	—	1,215 3
Loan on account of drainage ...	—	16,300 0	—	—
Do. lake silt ...	—	—	—	909 94
Previous year's estimate (unexpended) ...	—	388 71	—	595 10
Unserviceable tools sold	—	—	—	89 86
Share of office charges debited to No. 2 Account...	—	2,423 16	—	—
Borrowed from No. 2 Account ...	—	4,182 26	—	—
		117,751 68		113,039 83

General Revenue (No. 1 Account) : Disbursements.

	1899. Rs. c.	1900. Rs. c.
Arrears.		
Commutation rate	158 0	... 221 75
Cemetery Account.		
Establishment	1,078 0	... 966 35
Tools, &c.	15 72	... 44 96
Commutation Rate.		
Commission	786 95	... 714 40
Advertising	41 50	... 90 17
Supervision, &c.	240 0	... 240 0
Peons	140 0	... 140 0
Serving &c., of schedules ...	47 50	... 47 50
Printing, books and forms ...	174 31	... 111 18
Contingencies	4 65	... 17 66
Cattle shed	131 19	... —
Government loan on account lake silt and road ...	4,000 0	... 4,311 55
Interest	1,440 0	... 1,943 34
House of shelter	—	... 168 94
Judicial Account.		
Establishment and Magistrate	1,650 0	... 1,650 0
Printing, &c.	55 40	... 79 30
Legal expenses	66 0	... —
Licenses.		
Printing and advertising	39 9	... 54 90
Miscellaneous Charges.		
Seizing cattle	12 75	... 22 95
Badges	177 45	... 193 27
Sick pay, &c.	179 83	... 337 20
Sundries	73 89	... 7 3
Fire engine	157 20	... 317 15
Office Charges.		
Establishment and Auditor	11,103 43	... 11,016 0
Advertising	87 1	... 24 0
Furniture	21 19	... 46 42
Stationery and books	536 88	... 524 62
Stamps	92 32	... 81 43
Sundries	278 1	... 158 56
Printing	56 73	... 57 37
Pension account	458 33	... 901 56
Public Markets.		
Wages and commission	1,195 66	... 972 0
Lighting	655 88	... 2,404 36
Books and forms	113 0	... 145 35
Sundries	68 42	... 283 74
Disinfectants	—	... 16 34
Public Works.		
Estimates	21,488 8	... 17,003 73
Printing	161 18	... 121 21
Orderly	135 5	... 106 82
Rents.		
Rents of lands	92 25	... 93 25
Sundries	1 81	... 7 8
Town Hall	325 63	... 688 14
Cattle shed	—	... 326 87

	1899. Rs. c.	1900. Rs. c.
Sanitation and Scavenging.		
Establishment and uniforms	4,099 0	5,650 0
Disinfectants, &c.	939 88	319 32
Health Officer ...	1,491 39	851 63
Scavenging	12,845 76	12,845 76
Printing	20 50	58 75
Night soil work	18,866 57	17,505 49
Opening pits	2,703 31	3,395 15
Steam boat	142 35	12 24
Clearing of lake silt	—	1,177 75
Clearing side drains, &c. ...	—	903 67
Slaughter-houses.		
Establishment	738 0	738 0
Feeding cattle	890 19	970 11
Books and forms	97 50	93 0
Sundries	26 85	70 19
Stamp Duties.		
Printing, &c.	16 25	—
Commission, &c.	—	798 21
Taxes.		
Seizing, &c., of dogs	340 99	535 72
Expenses on account of vehicles and animals	60 56	83 29
Time Charges.		
Wages, powder, &c., on account of gun...	298 19	319 63
Wages on account of clock ...	218 0	180 0
Volunteer and public band ...	1,200 0	1,200 0
Tolls.		
Sundry charges, Gonawatta ...	972 38	—
Do. Haloluwa ...	114 46	—
Do. Ilukmodara ...	298 55	—
Do. Katugastota ...	917 80	—
Do. Peradeniya ...	511 13	—
Repairs of boats and approaches ...	—	1,252 55
Sundry Items.		
Suspense	593 62	42 10
Clearing private cesspits ...	—	1,185 46
Manure	99 50	51 23
Refunds	442 0	—
Sundry debtors	407 83	1,436 91
Previous year's estimate (unexpended)...	388 71	600 81
Plague precautions	841 89	44 2
Extra clerk	21 0	—
Work in private houses... ...	—	495 47
Infectious diseases hospital ...	—	68 76
Lake silt (out of loan)	—	909 94
Pretoria day celebration ...	—	704 68
Garden seats	—	284 41
Street lamps	—	54 57
Cholera outbreak	—	1,581 38
Securities	—	330 90
Stores	—	3,835 86
	98,144 45	107,245 41
Balance ...	19,607 23	5,794 42
	117,751 68	113,039 83

Notes on the Cash Abstracts to 31st December, 1900.

1. The decrease under Judicial Account is due to the Police Court fines of fourth quarter not having been paid to the Council till February, 1901.

2. Rs. 2,150 of the decrease under Licenses is caused by a reduction in the price bid for the opium license.

3. The decrease under Taxes is due to the non-recovery of Rs. 105, which should have been collected on vehicles and animals, the rest being due perhaps more to the estimate under dog tax being somewhat high.

4. One of the toll rents having been sold for less than the estimated amount, a decrease of Rs. 200 has resulted.

5. The increases shown under various heads are mainly due to the contrasting of the full amounts realized during the year with the original budget prepared in October, 1899, instead of the amended budget.

In the case of Stamp Duties, however, the issue of new licenses realized Rs. 1,690 more than the amount for 1899, the rest of the increase being due to the cause stated above.

Street lamps, Rs. 1,480, is not properly an increase. It is the price realized by sale of the old lamps, the sale not being anticipated when the budget was prepared.

Stores, Rs. 145·03, is the amount of goods issued in excess of purchases during the year.

Sundry debtors, Rs. 388·54, is the amount recovered from different persons for manure and other things sold.

Securities, Rs 222·30, is the amount in deposit on account of stall renters.

Suspense account, Rs. 470·18, is part of an amount intended to be spent from time to time in the sanitation of Katugastota.

Work in private houses, Rs. 135·80, is the total of recoveries for work done by the Council on the neglect of residents to attend to notices served on them.

On the disbursement side the increases and decreases up to cholera outbreak are due to the cause shown in paragraph 5. The other items were unexpected and not provided for in the budget.

The following is a comparative statement of the receipts and disbursements during 1899 and 1900 on account of the assessment tax :—

Consolidated Rate (Police and Lighting.)

	1899.		1900.	
	Estimated.	Realized.	Estimated.	Realized.
Receipts.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Arrears—tax	—	1,184 72	1,000 0	2,035 99
Do. costs	—	27 38	—	41 84
Tax for the year	22,211 55	20,594 92	26,664 32	21,349 38
Interest	150 0	37 9	—	300 38
Costs	—	37 22	—	44 36
Rent	—	15 0	—	—
Balance of 1899	—	15,276 33	—	21,039 70
Overplus by sales	—	—	—	0 25
		37,172 66		44,811 90
Disbursements.		Expended.		Expended.
Arrears—costs	—	4 6	—	65 17
Charges account, viz., establishment, stationery, &c.	—	986 83	—	3,800 96
Costs	—	36 7	—	34 5
Police maintenance for the year	—	5,779 3	—	11,628 78
Street lighting	—	2,527 65	—	16,530 6
Street names, &c.	—	28 90	—	117 41
Assessors' fees	—	165 0	—	—
Balance carried forward	—	21,039 70	—	6,625 86
Loan to No. 1 Account	—	4,182 26	—	--
Share of office charges	—	2,423 16	—	—
Police maintenance for second half-year, 1900 ...	—	—	—	5,909 61
Plan of electric cable and water mains ...	—	—	—	100 0
		37,172 66		44,811 90

The percentage of recoveries on account of assessment tax is shown below :—

		Rs. c.	
1.	Total of one year's tax	26,664 32	
2.	Arrears on December 31, 1899	1,586 21	
3.	Percentage of 2 to 1	5·94	per cent.
4.	Arrears collected in 1900	2,035 99*	
5.	Collections of 1900 tax	21,349 38	
6.	Total collected	23,385 37	
7.	Amount irrecoverable	—	
8.	Arrears at end of1900	3,278 95	
9.	Percentage of 8 to 1	12·29	per cent.

* Due to extension of limits.

The particulars of the cost of police supplied during the years ended December 31, 1898, and 1899, and 1900, are as follows :—

	1898.	1899.	1900.
	Rs. c.	Rs. c.	Rs. c.
Half salary of one Inspector, at Rs. 1,025·26 per annum	512 64	512 64	512 64
Half salary of one Clerk, at Rs. 700 per annum ...	350 0	350 0	350 0
Half salary of one Registrar of Servants, at Rs. 300 per annum	150 0	150 0	150 0
Pay of two 1st class Native Sergeants at Rs. 480 per annum each	960 0	960 0	960 0
Pay of two 2nd class Native Sergeants, at Rs. 320 per annum each	640 0	640 0	640 0
Pay of 35 Native Constables, at Rs. 210 per annum each	7,350 0	7,350 0	7,350 0
Two per cent. on above total for pension ...	199 24	199 24	199 24
Uniform, at Rs. 15 per man per annum ...	585 0	585 0	585 0
Horse allowance for one Inspector	420 0	420 0	420 0
Oil for lanterns, station-houses, &c.	204 25	246 99	261 96
Cost of meals supplied to prisoners detained in lock-ups for offences committed within Municipality...	143 61	153 16	168 28
Petty expenses	59 9	58 36	94 91
Total ...	11,573 83	11,625 39	11,692 3

Water-Rate.

A comparative statement of the receipts and expenditure during 1899 and 1900 on account of water-rate is annexed :—

	1899.		1900.	
	Estimated.	Realized.	Estimated.	Realized.
Receipts.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Arrears—rate	—	1,375 20	1,200 0	2,237 19
Do. costs	—	34 50	—	52 54
Rate for the year	25,707 60	23,979 73	25,300 0	24,070 67
Interest	150 0	—	—	—
Sale of grass	800 0	891 72	1,000 0	970 11
Sale of bricks	—	160 0	—	48 0
House service	—	135 38	—	463 95
Waterworks extension	—	259 12	—	366 35
Costs for the year	—	48 64	—	34 88
Rent of meters	—	522 19	300 0	257 54
Rent of bungalow	—	450 0	—	270 0
Water in excess	2,000 0	933 84	1,000 0	441 96
Receipts from Farieland	5,050 0	—	31,120 0	21,060 83
Do Roseneath and Hermitage ...	24,375 0	—		
Bamboos and piping sold	—	—	—	48 0
Balance on December 31, 1900 ...	—	18,478 27	—	11,583 22
Acquisition of land from 1899 ...	—	—	—	1,103 80
Profit on Fairieland for 1899 ...	—	—	—	7,552 83
		47,268 59		70,561 87
Disbursements.		Expended.		Expended.
Arrears—costs, &c.	—	4 99	—	44 29
Charges—establishment, stationery, &c. ...	—	3,305 91	—	3,519 34
Interest and sinking fund	—	12,500 0	—	12,500 0
Waterworks extension	—	139 48	—	342 15
Waterworks maintenance	—	6,208 73	—	5,051 49
House service	—	1,187 4	—	596 90
Costs	—	36 8	—	34 5
Extra clerk	—	92 50	—	31 48
Meters	—	15,485 64	—	386 1
Assessors' fees	—	165 0	—	—
Working of Farieland and Roseneath ...	—	,543 69	—	22,771 98
Interest to bank	—	626 93	—	729 54
Interest and sinking fund on loans for land	—	6,161 38	—	5 962 48
Balance from 1899	—	811 22	—	18,478 27
Plan of water mains and electric cable ...	—	—	—	100 0
Refund of meter rents	—	—	—	1389
		47,268 59		70,561 87

The following table shows the percentage of recoveries on account of water-rate :—

		Rs. c.
1.	Total of one year's tax	25,300 0
2.	Arrears on December 31, 1899	1,701 10
3.	Percentage of 2 to 1	6·7 per cent.
4.	Arrears collected in 1900	2,237 19
5.	Collections of 1900 tax	24,070 67
6.	Total collected	26,307 86
7.	Amount irrecoverable	—
8.	Arrears at end of 1900	1,229 33
9.	Percentage of 8 to 1	4·0 per cent.

August, 1901.

H. WACE,
Chairman.

APPENDIX.

A.—Statement showing the Average Expenditure for the Three Years up to 31st December, 1898, and the Amounts estimated, voted, and expended during the Years 1899 and 1900 on Public Works under different Estimates.

Estimate No.	Estimate of Expenditure.	Average for Three Years to December 31, 1898.	Amount of Estimate. 1899.		Amount of Estimate. 1900.	
			Voted.	Expended.	Voted.	Expended.
		Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1	Pavements and drains	1,342 78	2,257 50	2,230 32	2,635 50	2,633 69
2	Town streets	4,050 68	3,241 87	3,232 10	4,331 50	4,320 97
3	Alutgantota and Lady Anderson's road ...	661 25	716 87	716 5	716 87	714 56
4	Udawattekele roads	1,397 71	1,695 75	1,694 55	1,700 0	1,698 75
5	Halòluwa road Slaughter-house road, Deyennewela road, and other roads	962 25	1,121 92	1,121 4	1,121 92	1,096 39
6	Municipal buildings	1,227 33	1,100 0	1.104 28	1,250 0	1,234 31
7	Watering streets	252 25	251 11	233 46	701 11	614 86
8	Market buildings and roads	1,488 35	1,242 85	1,242 50	1,242 85	1,233 59
9	Care of and planting ornamental plants ...	505 27	200 0	199 39	200 0	197 64
10	Tools	282 98	750 0	496 31	400 0	233 95
11	Maintenance of bathing tank	127 80	130 0	127 78	130 0	81 66
12	Recreation ground	—	806 0	804 16	1,191 0	1,134 51
13	Miscellaneous	305 78	300 0	278 94	900 0	883 27
14	Repairs to cemetery-keeper's house ...	—	—	—	127 20	112 15
15	Peradeniya road culvert	—	295 20	291 48	294 80	263 19
16	Public latrines	—	386 63	361 95	285 65	206 17
17	Katugastota drains	—	—	—	191 75	185 96
18	Vellata bridge	—	—	—	—	65 92
A	Sanitation account	—	—	—	1,000 0	991 34
B	Clearing side drains of town streets ...	—	—	—	800 0	763 96
C	Opening pits and covering, opening road ...	—	2,834 74	2,835 31	3,434 49	3,395 15
D	Ferry approach	—	605 0	471 9	565 89	267 15
E	Ferry boat, repairing	—	526 0	510 29	578 60	543 75
F	Renewing ferry boat, Gonawatta ...	—	—	—	451 0	441 65
G	Renewing ferry boat, Illukmodara ...	—	—	—	820 0	—
H	Clearing lake silt	2,620 85	—	—	1,319 94	1,292 5
	House of refuge	—	—	—	—	168 94
	Garden seats	—	—	—	—	284 41
	Total ...	—	—	—	—	25,059 94

Details of Expenditure.

1. *Bathing and Dhobies' Tanks* (Estimate 11).		Rs. c.	Rs. c.
	Repairs to masonry	16 83	
	Clearing vegetation from sides and removing silt from bed of tank	49 83	
	Superintendence	15 0	
			81 66
2. *Buildings* (Estimate 6).—The buildings repaired and maintained are the Town Hall, Municipal Office, stores, and outhouses, slaughter-houses, and cattle exposing shed, Inspectors' room, toll-houses, ambalams, public latrines, overseer's office and store, bandstand, and house of shelter.			
Town Hall.			
	Shifting tiles, including materials	119 55	
	103 feet moulding for Town Hall	51 50	
	Repairs to galvanized iron spouting	7 62	
	Colouring inside walls	299 56	
	Repairs to wooden railings and painting	16 49	
	157 squares colourwashing outside	92 12	
	Repairs to gate and doors	6 0	
	New tats for porch	11 53	
	Fixing four pipes to store	4 0	
	Repairs, sundry, to building and drains	26 80	
	Cleaning jungle	1 14	
			636 31
Slaughter-house and Cattle Exposing Shed.			
	178 squares whitewashing slaughter-house and cattle exposing shed	53 46	
	6·50 cubes gravelling round cattle exposing shed and transport of gravel	18 32	
	6 squares tarring slaughter-house and cattle exposing shed ...	10 58	
	Repairs, sundry, to buildings and drains	26 41	
	Three new water troughs for cattle	8 36	
			117 13
Ambalams.			
	122 squares whitewashing	36 64	
	63 squares shifting tiles	47 22	
			83 86
	Carried forward ...	—	837 30

		Rs. c.	Rs. c.
Toll-houses.	Brought forward ...	—	837 30
Shifting tiles	... ...	32 46	
50 squares whitewashing ...	... ...	20 35	
Repairs, sundry	... ...	9 68	
Rebuilding kitchen, Peradeniya toll-house	... ...	60 54	
			123 3
Public Latrines.			
40 squares whitewashing ...	... ...	12 88	
63 squares painting ...	... ...	94 62	
			107 50
Overseer's Office and Store and Blacksmiths' Shed.			
Shifting tiles and materials ...	... ...	81 8	
26 squares whitewashing ...	... ...	8 54	
Proportion of cost of repairing tools	... ...	37 86	
Superintendence	... ...	39 0	
			166 48
			1,234 31
House of Refuge (Estimate).			
Wages of caretaker ...	... ...	146 0	
Repairs to drains ...	... ...	4 94	
Purchase of three latrine boxes ...	... ...	18 0	
			168 94
Garden Seats.			
Purchase of six seats ...	... ...	216 0	
Transport and fixing seats ...	... ...	13 18	
42 feet of hold-down stones ...	... ...	31 50	
Materials, cement, bolts ...	... ...	20 0	
Transport of gravel ...	... ...	3 73	
			284 41
Cemetery-keeper's House (Estimate 14).			
Repairing and cementing floor ...	... ...	15 25	
Shifting tiles and materials ...	... ...	26 38	
38 squares colour and white washing walls	... ...	15 26	
Painting doors and windows ...	... ...	7 15	
Repairs to sunshades and renewing timber	... ...	29 85	
Constructing ventilator to roof ...	... ...	13 26	
Superintendence	... ...	5 0	
			112 15
Public Latrines (Estimate 16).			
Removing ironwork of latrine and re-fixing at Ampitiya	...	11 66	
36 squares cement concrete platform	... ...	66 3	
2 cubes masonry foundation for platform	... ...	19 39	
6 cubes excavation	... ...	5 19	
Painting ironwork	...	51 70	
Repairs to latrines ...	... ...	22 20	
Superintendence	... ...	30 0	
			206 17
3. *Bridge, Wellatta* (Estimate 18).			
Clearing jungle, opening footpath	... ...	18 37	
Fitting up temporary bridge : railway irons and trunk platform	...	38 55	
Superintendence	... ...	9 0	
			65 92
4. *Clearing Lake Silt* (Estimate H).			
238 cubes silt removed by hand labour.	... ...	286 36	
591 cubes silt removed by dredger	... ...	883 66	
Three new sweeps... ...	... ...	3 75	
Repairs to iron barge ...	... ...	13 40	
Clearing silt from minor traps round lake	... ...	20 23	
Removing floating rubbish ...	... ...	8 71	
Painting dredger and barge ...	... ...	15 48	
Caulking deck of dredger and tarring	... ...	16 46	
Superintendence	... ...	44 0	
			1,292 5
5. *Drains and Pavements* (Estimate 1).			
Repairs to manholes ...	... ...	27 31	
12 cubes gravel transported and spread	... ...	30 18	
1,155 lin. yards barrel drains cleared of silt	... ...	164 43	
150 lin. ft. side drains repaired and cemented, Colombo road	...	76 19	
Covering ventilating shaft, market grounds	... ...	15 39	
298 lin. ft. of pavement repaired ...	... ...	149 3	
42 lin. ft. barrel drains rebuilt ...	... ...	95 83	
Repairs to gratings and fixtures ...	... ...	71 82	
Repairs to main sewer ...	... ...	7 18	
Making sluice doors ...	... ...	15 74	
New gratings	... ...	35 69	
Repairs to 50 manhole covers ...	... ...	76 5	
Levelling pavement ...	... ...	5 16	
Proportion of cost of repairs of tools	... ...	34 25	
Proportion of cost of store and line watchers	... ...	45 8	
Superintendence	... ...	48 0	
			897 33
	Carried forward ...	—	897 33

		Rs. c.	Rs. c.
Trincomalee Street. Brought forward ...		—	897 33
Repairs to manholes		35 0	
1,630 lin. yards barrel drains cleared of silt		160 92	
Repairs to gratings and fixtures		50 88	
150 manhole covers renewed and repaired		279 50	
259 lin. ft. pavement repaired		125 48	
9 lin. ft. barrel drain repaired		18 13	
			669 91
New Pavement.			
55 squares of pavement laid in cement concrete		953 55	
41 cubes excavation and removing old bricks		82 90	
Superintendence		30 0	
			1,066 45
			2,633 69
Culvert, Peradeniya Road, Premises No. 27 (Estimate 15).			
Getting stone for foundations and transport		67 82	
1 cube foundation		7 56	
2 cubes of masonry steps		42 3	
3½ cubes masonry side wall		47 37	
8 lin. ft. of culvert rebuilt		8 60	
1·75 cubes paving of drain		35 39	
Deepening outlet drain		39 42	
Superintendence		15 0	
			263 19
Drain, Mosque Road (Estimate 17).			
Getting stone and transport		46 40	
1·25 cube retaining wall		23 55	
60 lin. ft. of open cement concrete drain		70 91	
6 cubes excavation...		6 68	
1 cube masonry step		12 91	
Pointing wall in cement		16 7	
Repairs to roadway		4 44	
Superintendence		5 0	
			185 96
6. *Ferry Approaches* (Estimate D).			
Clearing side drains and reducing sides, three ferries ...		33 96	
1 cube retaining wall constructed, Gonawatta		16 33	
6 cubes metal transported		22 36	
8 cubes metal getting		39 15	
6 cubes metal spread and consolidated		26 8	
3 cubes gravel transported		5 99	
5 cubes filling in sides of road		7 56	
3 new oars for boat		6 64	
Proportion of cost of repairs of tools		37 25	
Proportion of cost of store and line watchers		49 91	
Repairs of cooly line		6 92	
Superintendence		15 0	
			267 15
Ferry Boats (Estimate E).			
Purchase of teak planks		68 23	
Materials		39 75	
Repairs to ferry boat (Ilukmodara)		219 88	
Repairs to Gonawatta boat		37 12	
Transport of materials		5 74	
Repairs to Lewella boat		65 50	
Hauling up Illukmodara boat		14 0	
Proportion of cost of repairs of tools		40 23	
Proportion of cost of store and line watchers		48 30	
Superintendence		5 0	
			543 75
Gonawatta Boat (Estimate F).			
Purchase of timber, &c.		191 65	
Labour—repairing		250 0	
			441 65
7. *Market Buildings, &c.* (Estimate 8).			
169 squares colour and white washing		69 32	
98 squares colour and white washing latrine		29 88	
2 square ladders		20 78	
Sweeping and cleaning grounds		142 30	
Cleaning ironwork		31 92	
Painting ironwork		266 63	
Repairs to stalls		70 54	
Cutting and removing trees		100 61	
Clearing side drains of roads and reducing sides		9 77	
Proportion of cost of repairing cooly lines		26 0	
Repairing tats		49 48	
12 cubes metal getting, transported and consolidated ...		113 55	
46 cubes gravel transparted and spread		46 34	
11 lines of road picked up and gravelled		35 80	
Cutting away bank and sloping		33 99	
Cutting grass		13 3	
Repairs to spouts		12 0	
Proportion of cost of repairs of tools		38 74	
Proportion of cost of store and line watchers		49 91	
Superintendence		73 0	
			1,233 59

		Rs. c.	Rs. c.
8.	*Victoria Esplanade and Recreation Grounds* (Estimate 12).		
	Hire of bullocks and drivers for machine	592 75	
	Weeding grounds and deepening channels	120 27	
	Rolling ground	11 86	
	Cutting out anthills	0 33	
	Purchase of mowing machine	383 30	
	Superintendence	26 0	
			1,134 51
9.	*Sanitation* (Estimate A.)		
	Clearing jungle and removing rubbish and silt from Meda-ela and outlet drains	765 99	
	Whitewashing cooly line	56 70	
	Proportion of cost of repairs of tools	38 74	
	Proportion of cost of store and line watchers	49 91	
	Superintendence	80 0	
			991 34
	Clearing sides of Road for Sanitary Purposes (Estimate B).		
	Clearing silt from sides of Trincomalee street, Ward street, Malabar street, and Town streets	643 31	
	Proportion of cost of repairs of tools	38 74	
	Proportion of cost of store and line watchers	49 91	
	Superintendence	32 0	
			763 96
	Disposal of Night Soil (Estimate C).		
	1,336 cubes of excavation forming pits	1,157 23	
	Covering in pits	1,276 43	
	Clearing weeds and vegetation	251 43	
	57 cubes of metal transported and piled	75 61	
	Transport of stone for foundation of road	52 2	
	Laying foundation	22 75	
	61 cubes metal getting	316 10	
	57 cubes metal spread and consolidated	57 58	
	19 cubes gravel transported	19 30	
	Filling in sides of road	31 25	
	Constructing sheds over pits	12 55	
	Clearing boundary of land	7 60	
	Deepening side drains of road	5 30	
	Superintendence	110 0	
			3,395 15
10.	*Streets and Roads* (Estimates 2, 3, 4, and 5).		
	94 miles side drains cleared	1,113 9	
	95 miles jungle cleared and cut back	563 6	
	Clearing landslips	623 51	
	104·75 miles sides reduced	1,216 98	
	242·10 cubes metal transported	356 36	
	242·10 cubes metal spread	448 92	
	272·50 cubes metal getting	1,471 96	
	314·50 cubes gravel getting and transported	513 28	
	155·50 cubes gravel spread	70 63	
	42 lines of road picked up and gravelled	156 49	
	Rolling roads	24 6	
	2 miles of new road at Lewella, side drains cleared and jungle cut back	99 92	
	Opening path in continuation of new road	28 15	
	Repairs of cooly lines	120 69	
	Sodding a bank	13 62	
	Deepening side drains	28 11	
	Fixing obstruction posts	28 53	
	Sweeping Udawattekele roads	112 37	
	Clearing jungle round tank	67 12	
	Repairing and painting street names	6 1	
	Repairs to a culvert	78 17	
	Clearing bed of stream and grating back of railway building ...	70 50	
	Proportion of cost of repairs of tools	143 11	
	Proportion of cost of store and line watchers	199 3	
	Superintendence	277 0	
			7,830 67
11.	*Tools* (Estimate 10).		
	Purchase of tools		233 95
12.	*Trees and Plants* (Estimate 9).		
	Labour, attending plants, cutting branches of trees, trimming hedges, and weeding		197 64
13.	*Watering Streets* (Estimate 7).		
	Hire of bullocks and drivers	406 85	
	Repairs to carts and barrels	41 82	
	Purchase of three barrels	143 75	
	Two cart poles	10 50	
	Materials	1 94	
	Superintendence	10 0	
			614 86

14. *Miscellaneous* (Estimate 13.)			Rs. c.	Rs. c.
Repairs to wooden and wire fences...			160 64	
29 cubes gravelling near Post Office...			64 49	
150 cubes retaining wall, Torrington road			26 82	
Repairs to steps near Maha Dewale			8 86	
36 lin. ft. culvert and drain constructed, Ward street and carriage stand			70 43	
Opening footpath near Post Office			39 14	
Posts for fence near Post Office			52 50	
20 lin. ft. side wall at Katukele Lake road			6 32	
Building approach drain, Colombo road			9 0	
Rebuilding boundary wall, St. Paul's Church			15 0	
9 cubes of earth filling, King street			11 46	
Planting fence near Post Office			9 71	
Clearing vegetation from wall round lake and clearing trees from island			199 24	
Levelling ground and cutting trees head of lake			22 74	
Opening drains and planting up ground head of lake ...			5 64	
Cutting and levelling ground near Kachcheri			25 84	
Clearing side drain and gravelling road to Aradana Maduwa ...			3 93	
Picking up stone, racecourse, Peradeniya			2 98	
Proportion of cost of repairs of tools			40 23	
Proportion of cost of store and line watchers			48 30	
Superintendence			60 0	
				883 27
Waterworks Maintenance.				
1. Maintenance of mains, standposts, meters, house service pipes	Rs. 2,796 21			
Less recovered for house service work ...	„ 771 8			
			2,025 13	
Boxes for protecting taps			12 77	
Fixing brackets to standposts			56 65	
Repairing concrete platform round standpost			5 9	
Repairs to wheelbarrow and cart			32 47	
Painting standposts			24 9	
Clearing round standposts			18 19	
Repairs to meter boxes			5 12	
				2,179 51
2. Repairs to Buildings and Maintenance of Approach Road :—				
Clearing side drains, reducing sides of approach road ...			34 70	
Transport of gravel			5 69	
Gravelling road			7 49	
Painting railings			18 0	
Repairs to cooly lines			42 22	
Repairs to sluice door			12 71	
Numbering standposts			23 50	
Repairs to bungalow			4 86	
				149 17
3. Watcher, grass land			149 52	
Clearing jungle and weeding round reservoir and weeding out mana grass			415 24	
Transport of manure			238 57	
Manuring grass land			96 65	
Care of ornamental trees and plants			53 94	
Supplying grass, cattle exposing shed			363 14	
				1,317 6
4. Clearing silt from storm channel			350 43	
Clearing catch water drain			68 87	
Clearing jungle along stream and feeding stream			70 0	
				489 30
5. Sundries :—				
Superintendence and watchers			497 55	
Two watchers in town			292 0	
Repairing spill of dam			15 49	
Clearing out trace of channel			15 77	
Two iron plates			25 0	
Repairs to footbridge			9 86	
Constructing gauge			6 0	
				861 67
Purchase of valve screws			351 71	
Rail fare on do.			27 90	
Transport of do.			16 37	
Clearing landslips			11 83	
Transport of and piling clay			1 58	
				409 39
Painting fountain			—	27 60
Proportion of cost of store and line watchers			—	48 30
				5,482 0

B.—Bridge at Wellatta over the Meda-ela.

I HAVE to report that on inspection with the Chairman on the 3rd December of the bridge at Wellatta on the road to Mount Pleasant estate, situated within the newly extended limits of the Municipality, I found that the heavy rains of the previous day had caused the water in the stream to rise to a height of over 12 ft., and that both of the abutments had been seriously damaged and had partly collapsed, and that the platform which had been recently repaired had fallen into the stream. I was informed that a fall of 4·75 inches of rain had been registered on the Hantane estate in the afternoon of 2nd December. A temporary path for use of foot passengers was opened to west of the old bridge by the Dodanwela Arachchi, but the ascent on either side is too steep to be of general use, and other arrangements were necessary.

A careful inspection was made on the morning of 4th instant, when I was more at leisure. I found that the north abutment erected some years back by Mr. Neate was constructed of bricks in cement with a cement concrete foundation. This foundation was of insufficient depth and badly constructed, little cement evidently having been used. There were apparently no wing-walls. A branch stream enters the main stream a few yards to east of the northern abutment, and the water of the combined streams appears, as far as I could judge, to have worked its way in behind the abutment and carried away, in first instance, the western portion, and then the eastern portion of the same abutment fell over.

The northern end of the platform, which was composed of four iron rails with cross pieces of timber, being deprived of any support, fell in, leaving the southern end still resting on the southern abutment.

The western end of the southern abutment, which had been built of stone, also collapsed. This abutment, which has been in existence for some years, I was informed, was very imperfectly constructed, only one thickness of stone having been used with no proper backing.

The platform has been taken to pieces and removed to enable residents to south of the stream to cross it. As a temporary measure I have opened a path from near the railway gate through railway property with consent of the General Manager, Ceylon Government Railways, on condition that it is to be only temporary, and through a piece of private land to a spot 80 yards up stream. To the east of the site of the old bridge a footbridge 4 ft. in width has been constructed of two rails about 5 ft. above the level of the bed of the stream, and then the path has been continued through private land with consent of the owner to a point on the minor road 50 yards to south of site of old bridge. Should the stream be in heavy flood again at any time, the footbridge stands a chance of being damaged, but it is not probable, I think that we shall have any very heavy rains again till April next, by which time a more permanent bridge can be completed on the site of the old bridge.

To provide a new bridge new abutments will be required to be constructed. The width between abutments was 18 ft. 6 in. I would propose increasing this, and making the distance between abutments 24 or 26 ft. The height of the abutment to be, as before, 14 ft.

In view of there being several small estates along this road, and that carts are frequently used, it would be advisable to construct the abutments of sufficient dimensions to carry a platform suitable for cart traffic, but pending the settlement of the question a footbridge will be necessary.

The cost of new abutments and a platform for cart traffic formed of iron girders, buckled plates, and concrete would be approximately Rs. 3,500. It would not be unreasonable, I think, that the owners of the several estates should be required to contribute towards cost of the work, at any rate of a platform suitable for cart traffic.

The cost of a wire footbridge would be about Rs. 500. Even for such a bridge abutments will be necessary, as otherwise the embankments on each side would be liable to be encroached upon by the stream, especially during heavy rains. A large deposit of silt to east of the old site has caused a diversion of the stream. This should be removed and the course of the stream straightened.

I propose a greater distance between the abutments so as to allow of more waterway.

The proximity of the old abutments caused the water to accumulate above them, resulting in large deposits of silt and flooding of the premises along the stream.

December 10, 1900.

H. BYRDE,
Superintendent of Works.

C.—Rainfall at Kandy.

Month.	1895.		1896.		1897.		1898.		1899.		1900.		Means during 31 Years.	
	Inches.	Days.	Inches.	Days.	Inches.	Days.	Inches.	Days.	Inches.	Days.	Inches.	Days.	Inches.	Days.
January ...	4·30	9	4·47	15	0·98	9	3·61	8	8·54	12	9·60	12	4·78	10
February ...	2·09	5	3·40	4	3·24	9	0·76	4	0·01	1	0·77	5	2·40	5
March ...	4·38	9	3·44	9	3·04	11	3·69	7	3·28	10	2·68	9	3·44	9
April ...	8·75	15	3·29	14	10·41	22	4·67	14	16·56	19	5·18	17	7·19	15
May ...	2·29	13	6·05	8	3·28	10	3·59	12	7·55	21	3·11	11	6·13	13
June ...	10·39	22	14·03	20	9·94	23	7·32	25	9·94	24	12·11	26	9·15	22
July ...	4·93	22	5·46	21	4·83	22	6·98	19	5·06	18	14·51	30	7·04	22
August ...	7·05	20	3·64	19	10·70	28	1·21	8	4·14	17	10·45	23	5·84	20
September ...	4·85	18	3·17	14	8·09	23	9·51	21	6·58	15	9·48	18	5·75	18
October ...	18·97	23	18·48	24	9·02	16	16·05	23	15·37	27	7·79	21	10·82	23
November ...	2·97	19	10·94	25	10·96	15	6·45	20	4·88	16	19·36	25	10·48	19
December ...	16·27	17	22·86	25	13·21	21	5·85	20	7·60	18	7·42	15	9·11	17
Total ...	87·24	192	99·23	198	87·70	209	69·69	181	89·51	198	102·46	[2]212	82·13	193

Kandy Waterworks.

D.—Statement showing Rise and Fall in Level of Water in the Reservoir.

Year.	Fall commenced.	Lowest reached below Spill Level.	Filled up to Spill Level.
1884	January 20	April 29, 5 ft. 6 in.	October 26
1885	February 13	June 10, 8 ft. 6 in.	July 28
1886	March 8	May 29, 5 ft. 4 in.	July 6
1887	January 9	June 28, 17 ft. 0 in.	November 19
1888	March 6	June 6, 6 ft. 10 in.	August 3
	August 12	October 20, 5 ft. 6 in.	November 22
1889	February 1	June 12, 16 ft. 3 in.	September 14
1890	January 30	June 16, 14 ft. 3 in.	December 10
1891	January 27	May 17, 5 ft. 3 in.	June 10
	August 9	October 14, 4 ft. 0 in.	November 1
1892	—	June 28, 6 ft. 6 in.	October 23*
1893	January 21	June 12, 6 ft. 3 in.	December 13
1894	February 12	August 6, 19 ft. 1 in.	November 24
1895	January 27	June 17, 14 ft. 4 in.	November 1
1896	February 26	June 12, 6 ft. 10 in.	December 14
1897	February 17	June 22, 8 ft. 8 in.	October 3
1898	February 10	Sept. 23, 27 ft. 8 in.	Not filled up†
1899	February 28	April 11, 2 ft. 2 in.	June 1
	August 4	Sept. 17, 2 ft. 2 in.	October 29
1900	January 27	June 12, 12 ft. 0 in.	August 4

N.B.—The dam was raised at end of 1896 by 2 ft., making the spill level 49 ft.

* Owing to the breakage of the lifting rod of the sluice door, the reservoir emptied itself on the 18th and 19th January. On repairs being completed the reservoir commenced to fill on 3rd February, and the water continued to rise till 7th April, when it was only 2 ft. 1 in. below spill level. Commenced to fall again on 26th April.

† On 31st December the water was 2 ft. 11 in. below spill. With a few fluctuations it reached spill level on 17th February.

Mahaiyawa General Cemetery.

E.—Burials in portions set apart for different Denominations from 1st April, 1875, to 31st December, 1900.

Denominations.	Total to Dec. 31, 1899.	Average for 25 Years.	1900.
Episcopalians	670	26·8	33
Presbyterians	93	3·72	6
Wesleyans	221	8·84	5
Baptists	66	2·64	1
Dutch Presbyterians and Tamil Cooly Mission	87	3·48	5
Roman Catholics	1,796	71·84	90
Buddhists	4,453	178·12	249
Hindus	8,279	331 16	304
Mohammedans	2,172	86·88	101
Total	17,839	716·48	794

F.—Examination of a Sample of Drinking Water from a Standpipe.

Source and Possibility of Contamination: Reservoir.

Chemical and Physical Examination.

1. Colour in 6-in. column: colourless. Turbidity: nil.
2. Odour: nil.
3. Residue left on evaporation: nil.
4. Free ammonia: no evident trace.
5. Chlorine: about two grains per gallon. Equivalent of common salt: about three grains per gallon.
6. Nitrites: nil.
7. Nitrates: nil.
8. Hardness: under 4 degrees.
9. Lead: nil.
10. Zinc, iron, and copper: nil.
11. Oxygen absorbed in 15 minutes at 212° F.: about 0·5 grains per gallon.

From the examination of the source of the water herein referred to, and the results obtained by analysis, I am of opinion that it is well adapted for all domestic purposes.

F. KEYT, M.D.,
Health Officer.

Kandy, July 20, 1900.

G.—Comparative Statements for the Years 1898, 1899, and 1900 showing the Number of Buckets Night Soil removed, Number of Cesspits emptied, Number of Private Houses and Government Buildings registered for removal of Night Soil, Number of Cesspits closed and Dry-earth Closets substituted, and Quantity of Disinfectants used.

1898.	Number of Private Houses and Government Buildings registered for removal of Night Soil.	Number of Cesspits emptied and Amount recovered.	Number of Buckets Night Soil removed and Fees recovered.	Disinfectants used for Public Latrines and Night Soil Carts.	Number of Cesspits closed and Dry-earth Closets substituted.
Total private houses and Government buildings	Govt. buildings 7 Private houses 138 145	—	—	—	—
Number of cesspits emptied ...	—	—	—	—	—
Amount recovered for emptying ...	—	—*	—	—	—
Number of buckets removed ...	—	—	212	—	—
Amount recovered for removal ...	—	—	Rs. 3,211	—	—
Quantity of disinfectants used ...	—	—	—	2,070 lb. C. powder, 128 gal. fluid	—
Cost of disinfectants	—	—	—	Rs. 1,004·10	—
Number of cesspits closed and dry-earth closets opened	—	—	—	—	10
1899.					
Total private houses and Government buildings	Govt. buildings 14 Private houses 170 184	—	—	—	—
Number of cesspits emptied ...	—	68	—	—	—
Amount recovered for emptying ...	—	Rs. 883·29	—	—	—
Number of buckets removed ...	—	—	364	—	—
Amount recovered for removal ...	—	—	Rs. 7,945	—	—
Quantity of disinfectants used ...	—	—	—	989 lb. C. powder, 65 gal. fluid	—
Cost of disinfectants	—	—	—	Rs. 502 32	—
Number of cesspits closed and dry-earth closets opened	—	—	—	—	42
Increase of revenue over that of 1898 ...	—	—	Rs. 4,734	—	—
Savings of expenditure over that of 1898	—	—	—	Rs. 501·78	—
1900.					
Total private houses and Government buildings	Govt. buildings 15 Private houses 235 250	—	—	—	—
	Public latrines 31				
Number of cesspits emptied ...	—	80	—	—	—
Amount recovered for emptying ...	—	Rs.1,215·03	—	—	—
Number of buckets removed ...	—	—	401	—	—
Amount recovered for removal ...	—	—	Rs.9,816·51	—	—
Quantity of disinfectants used ...	—	—	—	952 lb. C. powder 65 gal. fluid,	—
Cost of disinfectants	—	—	—	Rs. 494·75	—
Number of cesspits closed and dry-earth closets opened	—	—	—	—	65

* This work was not carried out departmentally in 1898.

H.—Statement of Expenditure for the removal of Night Soil from Public Latrines and Private Houses for the Year 1900.

No. of Carters, Coolies, &c.	Description of Work.	Rate per Diem. Rs. c.	Amount. Rs. c.
15 ...	Night soil carters	1 0 ...	5,475 0
1 ...	Blood carter	1 0 ...	369 0
16 ...	Night soil coolies	0 45 ...	2,617 20
15 ...	Latrine coolies	0 37 ...	2,044 99
1 ...	Nuisance watcher	0 50 ...	182 50
1 ...	Pit watcher	0 50 ...	182 50
1 ...	Cooly to Inspector at nights... ...	0 45 ...	164 25
— ...	Inspector's salary	— ...	840 0
— ...	Disinfectants, lighting, lanterns, and sundries	— ...	892 87
— ...	Repairs to drums and carts	— ...	3,198 88
— ...	New drums	— ...	404 50
— ...	Buckets	— ...	52 0
— ...	Contingencies (printing, &c.) ...	— ...	36 25
— ...	Extra night soil carts and coolies, also Inspector for supervising work, during the Perahera festival	— ...	30 5
— ...	Office scavenging	— ...	24 0
— ...	New carts and poles	— ...	572 0
			17,085 99
		Rs. c.	
	As above	17,085 99	
	Extra for scavenging in extended limits ...	419 50	
			17,505 49

Kandy, September 15, 1901.

R. A. FERDINANDS, Scavenging Inspector.

I.—List of Letters received from the Hon. the Colonial Secretary during 1900.

No.	Date. 1900.		Subject.
1	January	11 ...	Forwarding Attorney-General's remarks on the amendment of by-law 20, chapter XII. of Ordinance No. 19 of 1896.
2	January	16 ...	Forwarding an application for the post of cemetery-keeper.
3	January	30 ...	Intimating the nomination by His Excellency the Governor in Executive Council of Mr. John Guthrie as Auditor.
4	February	7 ...	Respecting the payment of subsidy to the Volunteer and Public Band.
5	February	17 ...	Replies Chairman's letter respecting missing letter.
6	February	19 ...	Intimating that the Governor in Executive Council has confirmed the amendment of by-law 20, chapter XII., of Ordinance No. 19 of 1896.
7	February	20 ...	Stating that the Governor in Executive Council has sanctioned the levy during 1900 of a rate of 5 per cent. to meet cost of police and lighting.
8	March	6 ...	Stating in reply to Chairman's letter, that the Director of Public Works reports that the drainage scheme of Kandy has not advanced, and that he is awaiting certain information regarding the practical treatment of sludge.
9	March	9 ...	Respecting date from which amended by-law 20, chapter XII., should take effect.
10	March	23 ...	Respecting Mr. de Saram's pension, late cemetery-keeper.
11	March	31 ...	Stating that His Excellency the Governor in Executive Council has sanctioned the payment of a contribution of Rs. 1,200 towards the cost of the Volunteer and Public Band.
12	April	23 ...	Forwarding correspondence respecting metal despatch boxes issued to Councillors for report.
13	May	19 ...	Intimating that His Excellency the Governor in Executive Council has confirmed the addition to by-law 18, chapter XV., of No. 19 of 1896.
14	May	21 ...	Intimating that it is the desire of the Government that the taking of the Census within Municipal limits should be managed by the Chairman, the funds being provided by Government.
15	May	22 ...	Inviting attention to petitions unreported on. Sends statement for report as to action taken.
16	June	4 ...	Intimating, in reply to Chairman's inquiry, that an Ordinance will shortly be introduced to amend section 127 of No. 7 of 1887, so as to exempt buildings appropriated for educational purposes from payment of Municipal rates.
17	June	12 ...	Calling attention to letter No. 14 of May 21 respecting taking of Census.
18	July	5 ...	Forwarding claim for Rs. 23·44 paid Mr. Chadwick, C.E., for professional services in reporting on applications for services of a Sanitary Engineer.
19	July	10 ...	Forwarding copy of letter No. 1,307 from the Director of Public Works respecting drainage scheme for Kandy, the plans and estimates for which he hopes to have completed by end of the year.
20	July	12 ...	Acknowledging receipt of a memorial from Mr. S. C. Kanakasundra, Assistant Assessment Clerk, applying for employment under Government.
21	July	12 ...	Replies Chairman's letter respecting missing letters.
22	July	19 ...	Forwarding copy of Auditor's report on accounts for 1899.
23	September	1 ...	Inquiring if a supply of drinking water can be given from Kandy for use of the officers of the Botanic Gardens at Peradeniya.
24	December	13 ...	Stating that the additional by-laws under chapter XIII. of the Ordinance No. 19 of 1896, forwarded with Chairman's letter No. 55 of November 26, had been confirmed by His Excellency the Governor, with the advice of the Executive Council.

J.—Budget for 1901 prepared by the Standing Committee.

Revenue.	Estimated Receipts for 1901. Rs. c.	Total. Rs. c.
Arrears.		
From various sources ...	—	1,500 0
Cemetery Account.		
Fees, &c.	—	875 0
Commutation Rate.		
Rate	—	11,750 0
Judicial Account.		
Municipal Court fines ...	1,800 0	
Police Court fines ...	800 0	
		2,600 0
Interest.		
Bank, &c.	—	75 0
Licenses.		
On account auctioneers ...	200 0	
Dangerous and offensive trades ...	625 0	
Opium	7,050 0	
Sundries	100 0	
		7,975 0
Miscellaneous Charges and Receipts.		
Cattle trespass	25 0	
Badges	150 0	
Sundries	125 0	
		300 0
Office Charges.		
Share by Nos. 2 and 3 accounts at one-fifth	—	4,592 0

Expenditure.	Estimated Expenditure for 1901. Rs. c.	Total. Rs. c.
Arrears.		
Commission, wages, &c. ...	—	250 0
Cemetery Account.		
Establishment Rs. 1,080, tools, &c., Rs. 50	—	1,130 0
Commutation Rate.		
Commission on single rate Rs. 650, on warrants Rs. 150 ...	800 0	
Advertising	100 0	
Serving and collecting schedules ...	50 0	
Supervision Rs. 240, peons Rs. 140	380 0	
Books and forms	160 0	
Contingencies	20 0	
		1,510 0
Government Loans.		
Repayment on account lake silt Rs. 4,000, drainage Rs. 318·17 ...	—	4,318 17
House of Shelter.		
Wages Rs. 144, sundries Rs. 16 ...	—	160 0
Judicial Account.		
Establishment	1,650 0	
Printing	75 0	
		1,725 0
Interest.		
Due to Government ...	—	1,776 48
Lake Silt.		
Per estimate	—	1,800 0
Legal Expenses.		
Fees and stamps	—	100 0
Licenses.		
Printing and advertising ...	—	60 0

Revenue.	Estimated Receipts for 1901. Rs. c.	Total. Rs. c.
Pensions.		
Share by Nos. 2 and 3 accounts ...	—	540 0
Public Market.		
Monthly rents	7,250 0	
Lighting rate	1,600 0	
Daily rents	3,350 0	
Costs on warrants ...	140 0	
		12,340 0
Rents.		
Town Hall	400 0	
Cattle shed	240 0	
Lands and spaces ...	350 0	
Vegetable market ...	280 0	
		1,270 0
Scavenging.		
Bucket fees	—	12,485 0
Slaughter-houses.		
Fees from cattle	4,000 0	
Fees from sheep	375 0	
		4,375 0
Stamp Duties.		
Fees from butchers ...	150 0	
Do. carriages ...	1,900 0	
Do. carriers ...	720 0	
Do. proctors and notaries ...	800 0	
Do. hotels and liquor ...	7,050 0	
Do. taverns ...	3,500 0	
Do. poisons and firearms ...	17 50	
		14,137 50
Taxes.		
Bullocks	300 0	
Dogs	150 0	
Vehicles and animals ...	800 0	
		1,250 0
Tolls.		
Bogambara	40 0	
Ampitiya and Gurudeniya ...	1,620 0	
Gonawatta and Talatu-oya ...	5,600 0	
Haloluwa	460 0	
Ilukmodara and Kundasale ...	610 0	
Katugastota	10,020 0	
Lewella	3,500 0	
Peradeniya	3,112 0	
		2,4962 0
Public Works.		
Government contribution ...	850 0	
Recreation ground ...	200 0	
Perahera booths	450 0	
		1,500 0
		102,526 50

Expenditure.	Estimated Expenditure for 1901. Rs. c.	Total. Rs. c.
Miscellaneous Charges and Receipts.		
Seizing cattle	25 0	
Badges	200 0	
Sick pay and drugs ...	200 0	
Sundries	50 0	
Fire engine	160 0	
		635 0
Office Charges.		
Establishment Rs. 10,050, Audit Rs. 600	10,650 0	
Stationery and books ...	500 0	
Stamps	80 0	
Furniture	50 0	
Advertising	50 0	
Sundries (box fee, diary, legislative enactments, cyclostyle papers, Administration Report, printing minutes, repairs, &c., are included)	150 0	
Printing	100 0	
		11,580 0
Pensions.		
Van Twest Rs. 458·33, Poulier Rs. 336, Weerasinghe Rs. 468, and De Saram Rs. 88 ...	—	1,350 33
Public Market.		
Establishment	972 0	
Books and forms... ...	130 0	
Disinfectants	50 0	
Sundries (brooms and brushes, fountain, repairs, &c.) ...	50 0	
Lighting	2,350 0	
Commission on daily rents ...	83 75	
		3,635 75
Rents.		
Expenses on account Town Hall...	375 0	
Do. cattle shed ...	120 0	
Rent of lands (fixed sum) ...	93 88	
Sundries	16 12	
		605 0
Sanitation.		
Establishment Rs. 5,500, uniform Rs. 150	5,650 0	
Printing	75 0	
Disinfectants, &c. ...	100 0	
Work recommended by Health Office?	1,000 0	
Clearing side drains of towns ...	850 0	
		7,675 0
Scavenging.		
Removal of night soil ...	16.200 0	
Contract	12,845 76	
Opening pits, &c. ...	2,730 0	
Extras by contractor at Rs. 80 to April	320 0	
		32,095 76
Slaughter-houses.		
Establishment	738 0	
Feeding cattle	900 0	
Books and forms... ...	120 0	
Sundries (brooms, buckets, &c.) ...	50 0	
		1,808 0
Stamp Duties.		
Commission Rs. 706, sundries Rs. 54	—	760 0
Taxes.		
Expenses on account dogs ...	400 0	
Do. vehicles and animals...	100 0	
		500 0
Time Charges.		
Wages on account clock at Rs. 15	180 0	
Do. powder, &c., on account gun Rs. 266, Rs. 51 ...	300 0	
		480 0
Tolls.		
Repair of boats and approaches ...	3,162 0	
Sundries	50 0	
		3,212 0
Volunteer and Public Band.		
Contribution	—	1,200 0
Public Works.		
Perahera booths	300 0	
Printing	100 0	
Orderly	113 15	
Per Schedule A	23,709 88	
		24,223 3
		102,489 52
Balance ...	—	36 98
		102,526 50

No. 2 Account.

Revenue.	Estimated Receipts for 1901. Rs. c.	Total. Rs. c.	Expenditure.	Estimated Expenditure for 1901. Rs. c.	Total. Rs. c.
Arrears.					
Tax Rs. 1,500 and cost Rs. 30 ...	—	1,530 0	Commission	—	50 0
For 1901.			Establishment, Audit, &c. ...	2,566 0	
Tax (old limits Rs. 27,426, new limits Rs. 6,000) ...	—	33,426 0	Commission	800 0	
Interest	—	250 0	Peons	120 0	
		35,206 0	Books and forms... ...	250 0	
			Writing receipts	100 0	
			Contingencies	30 0	
					3,866 0
			Maintenance of police ...	—	13,000 0
			Street lighting (including Inspector Rs. 545)	—	20,145 0
			Street names and house numbers (re-vote)	—	1,500 0
Balance ...	—	3,355 0			
		38,561 0			38,561 0

No. 3 Account.

Revenue.	Estimated Receipts for 1901. Rs. c.	Expenditure.	Estimated Expenditure for 1901. Rs. c.	Total. Rs. c.
Arrears.		*Arrears.*		
Rate Rs. 1,600 and cost Rs. 35 ...	1,635 0	Commission	—	50 0
For 1901.		*For 1901.*		
Rate	25,455 0	Establishment, Audit, &c. ...	2,566 0	
Sale of grass	900 0	Commission	550 0	
Water in excess	500 0	Peons	120 0	
Rent of meters	300 0	Books and forms... ...	200 0	
Receipts from Fairieland, &c. ...	26,550 0	Writing receipts	80 0	
Acquisition of land, balance of loan ...	1,103 80	Contingencies	40 0	
House service	350 0			3,556 0
		Interest and sinking fund ...	12,500 0	
		Do.	5,870 0	
				18,370 0
		Waterworks maintenance ...	5,199 0	
		Fountains ...	96 0	
				5,295 0
		Interest	—	750 0
		Upkeep of Fairieland, &c. ...	—	22,359 25
		House service	—	500 0
		Meters, upkeep of ...	—	250 0
		Repairs of plumbers' house ...	—	960 0
		Furniture for Hermitage bungalow	—	1,000 0
				53,090 25
		Balance ...	—	3,703 55
56,793 80				56,793 80

Schedule A.

List of Estimates for 1901.

Est. No.		Amount. Rs. c.
1	Upkeep of pavements and barrel drains	2,635 50
2	Kandy town streets	6,758 32
3	Alutgantota and Lady Anderson's roads	816 32
4	Udawattekele roads and paths	1,992 37
5	Haloluwa-Bahirowakanda and other roads	1,872 32
6	Municipal buildings...	1,470 0
7	Watering streets	836 0
8	Market buildings and premises	2,132 8
9	Ornamental plants	100 0
10	Tools	300 0
11	Maintenance, bathing, and dhobies' tanks	130 0
12	Victoria esplanade and recreation grounds	846 0
13	Sundry minor works	500 0
14	Repairs to cemetery-keeper's house	100 0
15	One set of cooly lines	3,220 97
	Total ...	23,709 88

RESOLUTION OF THE COUNCIL.

Resolution adopted at Meeting of the Council on Saturday, December 21, 1901.

"That the report (Committee's) be adopted and appended to the Annual Report."

REPORT OF THE SPECIAL COMMITTEE.

REPORT of the Special Committee appointed to consider and report on the Chairman's Administration Report for the year 1900.

1.—The Administration Report under consideration is a full and comprehensive one, while the appendices contain valuable statistical information.

2.—We would point out that under the head "Population" on page 1, the figures as regards population for 1901 appear. This is somewhat "previous" in an Administration Report which deals with, and must confine itself to, the year 1900.

3.—Under "10.—Municipal Works" (page 2) we would suggest as needed Municipal works (*a*) the widening of the bridge at the head of the Lake. The turn there is awkward, and the road over the bridge is too narrow; (*b*) the adjusting of the dangerous corner of the road opposite to the Queen's Hotel, near the right of steps leading up to the bund; (*c*) the widening of that part along Victoria drive near the Military hospital, where the turn is so sudden that carriages coming from opposite directions are liable to come into collision owing to the intervening bank; (*d*) also the widening of Victoria drive at a point opposite the Military hospital on the other side of the Lake, by either sloping or benching the bank at the Malwatte Vihara; (*e*) we would also recommend the opening of a road skirting the river from Getambe to Katugastota. This road will supply a much-needed drive for Kandy; (*f*) we would further suggest a road being opened from Katugastota bridge, *viâ* the river banks towards Lewella ferry, to join the Haragama road, and also a road from Peradeniya to join the Upper Lake road, forming a complete circular road.

Under heading "Water Supply" (page 3) we would earnestly recommend the suggestion that the water supply be extended all over the Municipality and up to its limits; and that if necessary money be borrowed for such extension.

Under heading "12.—Roseneath and Fairieland" we suggest a further reduction of expenditure on upkeep of Roseneath and Fairieland estates.

Under heading "14.—Electric Lighting" (page 7) we suggest the purchase of a photometer for testing the candle power of lighting current supplied.

We also suggest the extension of electric lighting all over the Municipality and up to its limits.

"16.—Sanitation" (page 7). The Committee are of opinion that the Chairman deserves special thanks for the prompt and energetic measures so vigorously adopted by him to stamp out the outbreak of cholera at Katugastota in 1900.

Lastly, it is the pleasing duty of the Special Committee to record under the head "Public (P.W.D.) roads" that the Public Works Department roads within limits are in good order, and they take the liberty of congratulating Mr. Creasy, Provincial Engineer, Public Works Department, on the highly satisfactory condition of these roads.

EDWIN BEVEN.
C. VANDERWALL.
J. H. SPROULE.
L. CREASY, P.E., C. P.

II.—1902.

OVERTIME CHARGES IN CUSTOMS DEPARTMENT.

RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON, dated October 25, 1901, for—

(1) The Total Amounts collected by H. M. Customs as Fees for Overtime, for Vessels working after Hours and on Sundays in Colombo Harbour, for the Years 1899, 1900, and from 1st January last to date, separately.

(2) For particulars as to how this Fund has been distributed amongst Customs Officers individually, and how the Surplus Balances have been applied.

(The Hon. Mr. W. H. Figg.)

Ordered by the Legislative Council to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 10 cents.

1902.

OVERTIME CHARGES IN THE CUSTOMS DEPARTMENT.

Return showing the Amount received by the Customs Department in respect of Overtime Charges during the years 1899 and 1900, together with the appropriation thereof.

RECEIPTS.	1899.	1900.
Earnings :—	Rs. c.	Rs. c.
Landing and shipping	98,652 38	133.615 34
Coaling	12,755 6	20,699 85
Transhipment	7,260 87	8,555 0
Bank interest	125 45	240 24
Total	118,793 76	163,110 43

PAYMENTS.	1899.	1900.
Payments :—	Rs. c.	Rs. c.
Officers, as per statement	93,979 85	121,018 2
Electric lighting	8,170 27	12,527 92
Electric installation, Kochchikada	—	4,863 56
Cost of steam launch and chain	4,499 40	—
Credited to meet surcharge	183 50	—
Refund of Sunday penalty	200 0	—
Interest credited to Benevolent Fund	145 66	50 9
Transferred to revenue	11,615 8	24,650 84
Total	118,793 76	163,110 43

Statement showing the Amount of Overtime Fees drawn by each Officer of the Colombo Customs during 1899 and 1900.

Situation.	Name.	Amount. 1899. Rs. c.	1900. Rs. c.
Deputy Collector	W. H. Jackson	10,434 50	6,395 0
Do.	W. H. Moor	—	5,121 0
Landing Surveyor	K. MacLeod	2,421 50	—
Do.	F. Bowes	7,880 0	10,475 0
Additional Surveyor	H. E. de Kretser	7,995 50	9,348 50
Head Clerk	C. F. Deutrom	233 32	50 0
Customs Officer	R. J. Gratiaen	1,598 16	1,891 83
Do.	B. D. Jansz	1,331 50	145 67
Do.	E. W. VanTwest	—	20 0
Do.	H. Joseph	40 0	604 0
Do.	E. Mottau	—	480 50
Do.	J. V. Mellonius	—	40 50
Do.	H. L. Brohier	—	27 0
Do.	C. Coomarasapillai	41 66	—
Do.	J. A. Wijetunge	2,651 98	3,352 98
Do.	C. Suntheram	2,316 48	1,197 46
Do.	Z. A. Sampan	1,308 50	408 50
Do.	J. de Kretser	—	2,429 50
Do.	T. Seeveratne	1,102 30	2,341 50
Do.	C. G. Thomasz	2,090 0	2,886 0
Do.	W. de Fransz	2,729 0	3,326 50
Do.	E. A. Vanderstraaten	1,931 25	3,111 75
Do.	M. Canagasaby	1,735 50	595 48
Do.	K. S. Kandiah	2,195 0	3,550 50
Do.	W. W. Beling	1,844 0	1,976 50
Do.	Sam. Perera	1,452 50	53 0
Do.	J. H. Ferdinands	1,281 25	3,387 0
Do.	C. H. de Zilva	—	11 0
Do.	A. R. Jain	791 75	1,302 50
Do.	A. E. Daviot	1,299 50	165 0
Do.	W. L. Thomasz	930 0	1,741 0
Do.	P. S. Goonewardene	644 20	2,362 0
Do.	P. J. de Vos	28 50	345 0
Do.	E. Seigertsz	978 50	2,182 25
Do.	B. W. Ebell	661 50	1,492 50
Do.	W. A. Perera	907 50	812 0
Do.	M. G. Santeresekere	517 0	1,113 50
Do.	R. R. Ousman	683 25	1,379 50
Do.	W. P. Silva	1,645 25	1,928 0
Do.	C. Reimers	750 25	1,260 75
Do.	A. V. Sela	1,006 0	926 50
Do.	C. S. Morgappah	317 50	—
Do.	T. M. Rajudin	793 25	1,128 0
Do.	C. A. Brohier	482 25	796 25
Do.	J. de Vos	16 50	23 0
Do.	E. S. Fernando	7 50	9 0
Do.	E. B. Pinto	9 0	9 0
Do.	H. Foenander	275 50	669 75

Situation.	Name.	Amount. 1899. Rs. c.	1900. Rs. c.
Customs Officer	L. M. B. Griffin	893 0	1,820 50
Do.	M. W. Perera	503 25	847 25
Do.	Philip de Silva	—	1,043 50
Do.	W. R. Karunawardene	404 0	216 50
Do.	E. D. Frugtniet	—	4 50
Do.	M. A. Sampan	—	2 0
Do.	E. R. G. Daniel	26 75	—
Do.	A. E. Perera	301 50	9 0
Do.	A. E. Fernand	418 75	610 49
Charges Officer	G. F. Halliley	999 96	999 96
Assistant Charges Officer	S. C. Moreton	600 0	733 32
Cashier	J. F. Pieris	360 0	360 0
Tide Surveyor	P. L. Ramanaden	125 75	399 75
Do.	T. K. Boreham	333 25	407 75
Do.	J. M. Wickremesekera	53 50	424 50
Do.	C. Uchmakalai	276 25	—
Do.	D. B. Perera	292 50	315 75
Do.	John Hendrick	231 25	361 50
Do.	Arnolis Silva	274 25	342 75
Fixed Tidewaiter	James Perera	48 19	244 25
Do.	Francis Fernando	798 1	1,079 50
Do.	Appu Singho	44 17	37 0
Do.	Noor Khan	117 16	167 99
Do.	H. Fernando	138 19	204 91
Do.	G. D. Johannes	0 19	—
Do.	D. Martinus	181 30	188 88
Do.	J. A. Fernando	158 75	402 0
Do.	L. D. Simon	101 49	241 75
Do.	M. J. Perera	66 22	283 68
Do.	G. Wijayah	64 59	104 80
Do.	D. Usman	573 82	792 58
Do.	H. Mohamet	82 24	138 78
Do.	S. Adjie	81 98	219 61
Do.	Deen Assen	218 81	242 50
Do.	A. Rahim	268 88	247 48
Do.	B. M. Baig	227 88	251 48
Do.	K. H. Perera	333 83	363 48
Do.	P. Martis	153 64	165 26
Do.	A. Usman	223 60	388 0
Do.	Don James	54 23	95 40
Do.	Deen Samsideen	103 47	303 76
Do.	Bastian Pulle	118 75	155 29
Do.	D. A. Galhena	58 92	—
Do.	A. A. Baba	187 28	212 4
Do.	Carolis Appu	315 63	345 23
Do.	H. M. Bawa	136 55	165 50
Do.	K. Kaderiuvel	24 50	—
Do.	B. Perera	70 31	432 1
Do.	K. L. Perera	169 25	343 14
Do.	Thomas Silva	—	334 23
Do.	G. W. Goonewardene	—	470 75
Do.	H. Cutchong	—	388 25
Do.	J. Kitchilan	—	340 10
Do.	A. J. Abeyratne	—	103 25
Do.	Deen Amjah	—	320 50
Extra Officers.			
Tide Surveyor	John F. Perera	172 25	221 50
Extra Clerk	W. Rosairo	79 50	14 50
Do.	D. A. Galhena	—	210 0
Do.	Francis Herft	—	483 75
Do.	G. Krause	—	150 0
Do.	T. Prins	—	418 25
Do.	C. Arumogam	—	9 0
Do.	C. Koch	—	9 0
Do.	E. Pieris	—	9 0
Extra Tidewaiter	G. W. Goonewardene	115 91	—
Do.	Deen Amjah	91 36	—
Do.	J. Kitchilan	295 25	—
Do.	H. Cutchong	308 50	—
Do.	A. J. Abeyratne	45 0	—
Do.	D. P. Seneveratne	104 0	142 41
Do.	M. Ahamat	529 75	315 87
Do.	C. Alwis	127 11	169 65
Do.	A. Sadar	138 55	149 26
Do.	C. Habideen	545 75	126 50
Do.	I. M. Ismail	202 23	181 25
Do.	M. S. Saban	519 62	870 81
Do.	C. P. Amerasinghe	832 71	1,004 80
Do.	Z. Miskin	537 50	234 50
Do.	S. A. Fernando	395 37	666 0
Do.	D. A. Tillekeratne	179 25	146 96
Do.	C. Rajapakse	242 27	362 61
Do.	H. D. H. Martinus	446 24	411 0
Do.	M. N. Hassen	374 56	593 45
Do.	N. de Silva	484 25	568 50
Do.	D. J. Fernando	250 25	233 75

OVERTIME CHARGES IN THE CUSTOMS DEPARTMENT.

Situation.		Name.		Amount. 1899. Rs. c.		Amount. 1900. Rs. c.
Extra Tidewaiter	...	M. A. Careem	...	248 0	...	302 75
Do.	...	W. Condraad	...	402 0	...	300 0
Do.	...	M. de Silva	...	214 25	...	305 88
Do.	...	C. Rajap	...	266 25	...	421 38
Do.	...	H. A. Caldera	...	246 0	...	270 0
Do.	...	A. S. Candappah	...	426 0	...	491 26
Do.	...	E. Akamberam	...	238 0	...	338 50
Do.	...	M. K. Masdeen	...	110 0	...	163 25
Do.	...	H. A. Jamel	...	327 0	...	261 25
Do.	...	Thomas de Silva	...	278 76	...	—
Do.	...	M. Fernando	...	241 0	...	248 21
Do.	...	F. F. Ferñando	...	94 43	...	—
Do.	...	M. P. Samerasekere	...	6 0	...	—
Do.	...	W. S. Fernando	...	214 87	...	688 25
Do.	...	D. A. Perera	...	46 0	...	323 75
Do.	...	G. D. Francis	...	207 50	...	239 50
Do.	...	O. O. Ganall	...	75 0	...	84 75
Do.	...	Thomas Perera	...	7 25	...	—
Do.	...	D. W. Vadisinghe	...	48 0	...	228 62
Do.	...	D. C. S. Pulle	...	10 50	...	233 75
Do.	...	A. A. Fernando	...	35 0	...	308 25
Do.	...	W. D. Fernando	...	7 75	...	—
Do.	...	O. Cader	...	98 75	...	1 50
Do.	...	Shaik Carrim	...	2 75	...	—
Do.	...	T. K. Amath	...	63 0	...	65 75
Do.	...	D. S. Silva	...	86 65	...	67 62
Do.	...	K. M. Mendis	...	198 50	...	241 18
Do.	...	P. Gomis	...	1 50	...	0 75
Do.	...	W. A. Fernando	...	0 50	...	—
Do.	...	Nalla Tamby	...	5 50	...	7 50
Do.	...	C. M. Thomasz	...	8 25	...	—
Do.	...	P. S. Fernando	...	16 25	...	12 0
Do.	...	A. P. Werasinghe	...	77 25	...	—
Do.	...	Pakiam	...	1 50	...	—
Do.	...	Swami Pulle	...	40 75	...	—
Do.	...	K. M. S. Mudaliar	...	—	...	198 52
Do.	...	A. Basier	...	—	...	69 50
Do.	...	D. T. L. Senaratne	...	—	...	291 0
Do.	...	L. Rodrigo	...	—	...	318 50
Do.	...	S. B. Cuncheer	...	—	...	78 25
Do.	...	M. B. Hassen	...	—	...	203 0
Do.	...	W. L. Fernando	...	—	...	250 75
Do.	...	R. P. Fernando	...	—	...	54 0
Do.	...	C. S. Perera	...	—	...	262 0
Do.	...	L. Fernando	...	—	...	20 25
Do.	...	E. Fernando	...	—	...	220 87
Do.	...	J. Perera	...	—	...	24 75
Do.	...	L. D. Karunatilleke	...	—	...	53 0
Do.	...	D. Pieris	...	—	...	61 50
Bookbinder	...	H. White	...	199 25	...	142 25
Bonded Store Locker	...	C. Rodrigo	...	1,131 50	...	1,161 50
Do.	...	M. B. Gunawijayah	...	—	...	2 0
Do.	...	Alfred Jansz	...	22 75	...	36 0
Watcher	...	A. Barthol	...	83 50	...	97 0
Watchers' salaries	...	—	...	2,409 64	...	2,464 80
Coolies	...	—	...	78 75	...	72 0
Clearing Clerks	...	—	...	10 50	...	22 25
Overtime to Treasury Staff (Government holidays)			...	101 68	...	61 79
		Total	...	93,979 85		121,018 2

Return showing the Amount received by the Customs Department in respect of Overtime Charges from January 1 to October 31, 1901, together with the appropriation thereof.

Receipts.		Rs. c.	Payments.		Rs. c.
Earnings :—			Payments :—		
Landing and shipping ...	...	101,999 87	Officers, as per statement	...	100,464 73
Coaling ...	...	15,003 6	Electric lighting ...	...	13,037 45
Transhipment ...	...	6,418 75	Water service to new exports	...	80 47
Bank interest ...	...	172 24	Repairs to plumbago jetty	...	117 70
			Improvements to electric installation	...	1,809 50
			Interest credited to Benevolent Fund	...	240 24
			Balance on October 31, 1901	...	7,843 83
Total	...	123,593 92	Total	...	123,593 92

Statement showing the Amount of Overtime Fees drawn by each Officer of the Colombo Customs from January 1 to October 31, 1901.

Situation.	Name.	Amount. Rs. c.
Deputy Collector	W. H. Moor	9,401 0
Landing Surveyor	F. Bowés	8,691 0
Additional Landing Surveyor	H. E. de Kretser	7,692 0
Head Clerk	R. J. Gratiaen	150 0
Customs Officer	B. D. Jansz	78 0
Do.	H. Joseph	43 25
Do.	E. Mottau	828 50
Do.	H. L. Brohier	253 50
Do.	J. A. Wijetunge	704 96
Do.	C. Suntheram	3,081 0
Do.	Z. A. Sampan	879 0
Do.	J. de Kretser	1,466 50
Do.	T. Seeveratne	2,596 48
Do.	C. G. Thomasz	2,838 50
Do.	W. de Fransz	2,424 0
Do.	E. A. Vanderstraaten	2,211 50
Do.	S. Godlieb	44 0
Do.	K. S. Kandiah	2,249 16
Do.	W. W. Beling	2,150 0
Do.	J. H. Ferdinands	1,924 50
Do.	A. R. Jain	1,810 75
Do.	W. L. Thomasz	45 75
Do.	P. S. Goonewardene	2,582 50
Do.	P. J. de Vos	688 0
Do.	E. Siegertsz	1,111 50
Do.	B. W. Ebell	1,642 0
Do.	W. A. Perera	961 75
Do.	M. G. Santeresekere	683 50
Do.	R. R. Ousman	1,098 0
Do.	W. P. Silva	1,629 0
Do.	C. A. Reimers	80 50
Do.	A. V. Sela	1,398 50
Do.	C. S. Morgappah	403 50
Do.	T. M. Rajudin	1,095 0
Do.	C. A. Brohier	954 50
Do.	J. de Vos	160 0
Do.	E. S. Fernando	38 50
Do.	E. B. Pinto	75 50
Do.	H. Foenander	672 75
Do.	L. M. B. Griffin	1,141 25
Do.	M. W. Perera	485 0
Do.	Philip de Silva	756 50
Do.	E. D. Frugtniet	114 50
Do.	M. A. Sampan	180 50
Do.	A. E. Perera	24 0
Do.	A. E. Fernand	514 50
Do.	S. M. Leembruggen	419 0
Do.	D. A. Galhena	1,023 75
Charges Officer	G. F. Halliley	833 30
Assistant Charges Officer	S. C. Moreton	833 30
Cashier	J. F. Pieris	300 0
Tide Surveyor	P. L. Ramanaden	268 50
Do.	T. K. Boreham	259 50
Do.	J. M. Wickremesekere	250 0
Do.	D. B. Perera	266 75
Do.	John Hendrick	283 75
Do.	Arnolis Silva	118 75
Fixed Tidewaiter	James Perera	103 0
Do.	Francis Fernando	791 0
Do.	Appu Singho	54 66
Do.	Noor Khan	120 91
Do.	H. Fernando	107 0
Do.	D. Martinus	161 62
Do.	J. A. Fernando	416 93
Do.	L. D. Simon	137 75
Do.	M. J. Perera	336 75
Do.	G. Wijayah	57 50
Do.	D. Usman	489 42
Do.	H. Mohamet	129 0
Do.	S. Adjie	172 25
Do.	Deen Assen	492 0
Do.	A. Rahim	180 16
Do.	B. M. Baig	222 91
Do.	K. H. Perera	312 16
Do.	P. Martis	111 20
Do.	A. Usman	427 50
Do.	Don James	91 50
Do.	Deen Samsideen	171 51
Do.	Bastian Pulle	106 15
Do.	A. A. Baba	204 0
Do.	Carolis Appu	295 41
Do.	H. M. Bawà	394 25
Do.	B. Perera	265 25
Do.	K. L. Perera	271 25
Do.	Thomas Silva	475 64
Do.	G. W. Goonewardene	308 25

OVERTIME CHARGES IN THE CUSTOMS DEPARTMENT.

Situation.	Name.	Amount. Rs. c.
Fixed Tidewaiter	H. Cutchong	253 50
Do.	J. Kitchilan	249 0
Do.	A. J. Abeyratne	103 0
Do.	Deen Amjah	179 0
Extra Officers.		
Tide Surveyor	John F. Perera	397 75
Do.	T. W. Prins	804 25
Extra Clerk	Francis Herft	440 75
Do.	G. Krause	300 0
Do.	C. Arumogam	89 50
Do.	C. Koch	80 0
Do.	E. Pieris	88 0
Do.	E. Joseph	20 0
Do.	C. Bartholomeusz	7 50
Extra Tidewaiter	D. P. Seneveratne	106 91
Do.	M. Ahamat	230 0
Do.	C. Alwis	94 18
Do.	A. Sadar	123 0
Do.	C. Habideen	108 8
Do.	I. M. Ismail	199 48
Do.	M. S. Saban	654 50
Do.	C. P. Amerasinghe	852 25
Do.	Z. Miskin	163 85
Do.	S. A. Fernando	371 75
Do	D. A. Tillekeratne	163 0
Do.	C. Rajapakse	229 1
Do.	H. D. H. Martinus	371 0
Do.	M. N. Hassen	324 25
Do.	N. de Silva	381 51
Do.	D. J. Fernando	206 25
Do.	M. A. Carim	220 50
Do.	M. de Silva	247 50
Do.	C. Rajap	284 0
Do.	H. A. Caldera	264 50
Do.	A. S. Candappah	464 50
Do.	E. Akamberam	333 23
Do.	M. K. Masdeen	149 25
Do.	H. A. Jamel	239 49
Do.	M. Fernando	235 0
Do.	W. S. Fernando	526 25
Do.	D. A. Perera	265 75
Do.	G. D. Francis	167 0
Do.	O. O. Ganell	142 75
Do.	D. W. Vadisinghe	122 37
Do.	D. C. S. Pulle	174 0
Do.	A. A. Fernando	253 75
Do.	T. K. Amath	49 25
Do.	K. M. Mendis	173 50
Do.	Nalla Tamby	8 25
Do.	K. M. S. Mudaliar	152 25
Do.	A. Basier	100 25
Do	D. T. L. Senaratne	275 62
Do	L. Rodrigo	208 87
Do.	M. B. Hassen	208 75
Do.	W. L. Fernando	256 50
Do.	R. P. Fernando	64 50
Do.	C. S. Perera	293 90
Do.	E. Fernando	260 50
Do.	D. Pieris	45 0
Do.	K. D. Usman	220 0
Do.	G. Guresinghe	3 75
Do.	Jacob de Silva	92 27
Do.	A. Abbas	1 50
Do.	E. C. Hamit	82 50
Bookbinder	H. White	100 0
Bonded Store Locker	C. Rodrigo	973 0
Do.	M. B. Gunawijayah	24 0
Do.	S. Gibson	10 75
Do.	Alfred Jansz	19 75
Watcher	A. Barthol	74 50
Watchers' salaries	—	2,598 0
Coolies	—	63 75
Clearing Clerks	—	7 50
Overtime to Treasury Staff (Government holidays)		97 8
	Total	100,464 73

H. M. Customs,
Colombo, November 19, 1901.

W. H. MOOR,
for Principal Collector.

III.—1902.

WIRE FENCING ON GOVERNMENT RAILWAYS.

RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON, dated November 6, 1901, for—

A Return showing (*a*) the Length of the Sections of the Railroad along the Main and Seaside Lines which are protected by Wire Fencing; (*b*) the Districts in which they are; and (*c*) the Cost and Dates of such Fencing.

(The Hon. Mr. S. C. Obeyesekere.)

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

CEYLON GOVERNMENT RAILWAY.

Return showing the Sections of the Seaside Lines protected by Wire Fencing.

Section between Colombo and Moratuwa.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
0	60	0	0	78	0	0	18	0	One side	Colombo	1877	At an average of Rs. 2,000
0	78	0	1	4	0	0	6	0	do.	do.	do.	
1	4	0	1	11	0	0	7	0	Both sides	do.	do.	
1	11	0	1	28	0	0	17	0	One side	do.	do.	
1	28	0	1	35	0	0	7	0	Both sides	do.	do	
1	35	0	2	8	0	0	53	0	One side	do.	do.	
2	8	0	2	60	0	0	52	0	Both sides	do.	do.	
2	60	0	8	60	0	6	0	0	One side	Slave Island to Mount Lavinia ...	do.	
8	60	0	8	70	0	0	10	0	Both sides	Between Mount Lavinia and Angulana	do.	
8	70	0	11	0	0	2	10	0	One side	Angulana	do.	
11	0	0	11	22	0	0	22	0	Both sides	Angulana and Moratuwa ...	do.	
11	22	0	13	0	0	1	58	0	One side	do.	do.	
13	0	0	13	20	0	0	20	0	Both sides	Moratuwa	do.	
						12	40	0				

Section between Moratuwa and Kalutara.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
13	20	0	17	40	0	4	20	0	One side	Between Panadure and Moratuwa	1877	At an average of Rs. 2,000
17	40	0	17	53	0	0	13	0	Both sides	Panadure	do.	
17	53	0	20	0	0	2	27	0	One side	Wadduwa	do.	
20	0	0	27	0	0	7	0	0	Both sides	do.	do.	
27	0	0	27	20	0	0	20	0	One side	Kalutara	do.	
27	20	0	27	23	0	0	3	0	do.	do.	do.	
27	23	0	27	28	0	0	5	0	do.	Katukurunda	do.	
27	28	0	28	69	0	1	41	0	do.	do.	do.	
						15	49	0				

Section between Kalutara and Ambalangoda.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
28	69	0	29	52	0	0	63	0	Both sides	Between Katukuranda and Paiyagala South	1890	At an average of Rs. 2,000
29	52	0	30	21	50	0	49	50	One side	Paiyagala South	do.	
30	21	50	34	77	0	4	55	50	Both sides	Paiyagala South and Maggona ...	do.	
34	77	0	35	17	0	0	20	0	One side	Maggona and Beruwala ...	do.	
35	17	0	38	40	0	3	23	0	do.	Alutgama	do.	
38	40	0	39	55	0	1	15	0	Both sides	Alutgama and Kosgoda ...	1893	
39	55	0	39	65	50	0	10	50	One side	Kosgoda and Balapitiya ...	do.	
39	65	50	49	63	0	9	77	50	Both sides	Balapitiya	do.	
						20	74	0				

Section between Ambalangoda and Galle.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
49	63	0	49	77	0	0	14	0	Both sides	Balapitiya	1894	At an average of Rs. 2,000
49	77	0	55	17	0	5	20	0	do.	Balapitiya and Ambalangoda ...	do.	
55	17	0	55	35	50	0	18	50	One side	Wanemulla	do.	
55	35	50	55	37	0	0	1	50	Both sides	Akurala	do.	
55	37	0	55	50	50	0	13	50	One side	Kahawe	do.	
55	50	50	58	66	0	3	15	50	Both sides	Piridiya	do.	
59	4	0	59	77	0	0	73	0	do.	Hikkaduwa	do.	
60	3	0	61	20	0	1	17	0	do.	do.	do.	
61	20	0	68	0	0	6	60	0	do.	Dodanduwa and Gintota ...	do.	
68	0	0	68	40	0	0	40	0	do.	Gintota	do.	
68	40	0	72	0	0	3	40	0	do.	Galle	do.	
						21	73	0				

Section between Galle and Matara.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
72	0	0	72	40	0	0	40	0	Both sides	Galle	1895	At an average of Rs. 2,000
72	40	0	75	13	0	2	53	0	do.	Kamburugamuwa	do.	
75	29	0	98	60	0	23	31	0	do.	Matara	do.	
						26	44	0				

Section between Colombo, Polgahawela, and Kadugannawa.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
0	34	0	0	52	0	0	18	0	One side	Colombo	1892	At an average of Rs. 2,000
0	52	0	0	68	0	0	16	0	Both sides	do.	do.	
0	68	0	0	77	0	0	9	0	One side	do.	do.	
40	0	0	50	0	0	10	0	0	Both sides	Between Alawwa and Rambukkana	1899	
						10	43	0				

Section between Peradeniya and Kandy.

Length. From M.	C.	L.	To M.	C.	L.	Total Length. M.	C.	L.	On one Side or both Sides.	District.	Date of Erection.	Cost per Mile.
2	54	0	2	58	0	0	4	0	Right	Between Peradeniya and Kandy ...	1879	At an average of Rs. 2,000
3	23	0	3	32	0	0	9	0	Left	do. ...	do.	
3	28	0	3	40	0	0	12	0	Right	do. ...	do.	
3	36	6 ft.	3	37	0	0	0	60 ft.	Left	do. ...	do.	
3	40	0	3	60	0	0	20	0	Right	do. ...	do.	
						0	45	60 ft.				

December 9, 1901.

W. CANTRELL,
Engineer of Ways and Works.

IV.—1902.

REPORT

ON THE

EDUCATIONAL SYSTEM OF THE MADRAS PRESIDENCY.

By ARTHUR VAN CUYLENBURG,

Inspector of Schools, Western Province.

Ordered by His Excellency the Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 15 cents.

1902.

REPORT ON THE EDUCATIONAL SYSTEM OF THE MADRAS PRESIDENCY.

GENERAL ADMINISTRATION.

As in Ceylon, schools in the Madras Presidency are classed as either Government, aided, or unaided. For the purposes of this report no account is taken of unaided schools. As many as 12,390 of this last-mentioned class, however, sent in returns to the Department last year, showing a nominal strength of 434,728 pupils, and an expenditure of Rs. 442,980.

Government schools, as compared with aided schools, are considerably in the minority. But they include schools of all classes, from the first grade college which prepares for the degrees of the university to the lower primary school which aims at nothing more than three standards of very elementary instruction. The number of Government first grade colleges was very much larger some years back. But in pursuance of the policy of retiring, whenever it was found possible, in favour of private enterprise, only three out of the eleven institutions of this class that are connected with the Department are now worked entirely at the expense of the Government, very many having within the last few years been handed over to the Municipalities or to private management.

Immediately below these colleges comes a class known as second grade colleges, which prepare students only as far as the first in arts examination, the examination immediately below that for the degree of bachelor. Twenty-eight of these colleges are borne on the register of the Department, and only one of them is entirely supported by Government. Next in order comes a class of schools known as high schools or upper secondary schools. The curriculum of these schools aims at the matriculation examination of the university, or the upper secondary Government examination conducted by the Examination Board of the Presidency. Five schools of this class are entirely supported by Government, but the number is actually only three, the two others forming the high section of the practising schools attached to the training colleges at Saidapet and Rajahmundry.

Lower secondary or middle schools, worked on a schedule of subjects spread over seven standards is the name by which the class next in order is known. Of these, Government entirely supports twelve, and these are situated in the less advanced districts of the Presidency. The above represents the entire extent of the exclusive Government management of schools for collegiate and secondary education for the whole population. Government primary schools for boys are worked almost entirely in connection with the education of the aboriginal and hill tribes. In this work Government takes the largest share. Of the 299 schools maintained for this purpose, 164 are worked exclusively at Government expense. The rest of the primary schools for boys are all under either Board or private management.

In respect of female education, however, no signs are apparent of any great desire on the part of Government to cease from working girls' schools entirely at its own expense. There were 49 lower secondary and 105 primary Government girls' schools last year, of which 10 were new ones established during the year, as against 133 and 378 respectively under Board and Mission management.

Training colleges and schools for teachers is a branch of educational work that the Government of Madras takes very largely under its wing. Of the 61 institutions of this class connected with the Department at the end of last year, 37 were maintained entirely by Government, and these training institutions provide both for men and women teachers. Thirty-two are for the former and five for the latter. This was the feature of the work of the Education Department of the Presidency which interested me most, and which, the more I was enabled to realize the useful end it served, intensified the regret I felt at the absence in our system of so essential a department. Of these schools I shall, however, have something more to say.

With the exception of what has been referred to above, it may safely be said that the bulk of the burden of the work of education in the Presidency is borne by agencies outside the Department. The following table will show at a glance the position that has been sought to be described in the foregoing remarks:—

	Government.	Municipal.	Board.	Private.
First grade colleges for men ...	3	6	—	2
Second grade colleges for men ...	1	16	3	9
Upper secondary and high schools for boys	5	59	24	33
Lower secondary or middle schools for boys	12	106	108	100
Primary schools for boys ...	197	2,353	2,600	8,879
First grade colleges for women ...	—	—	—	—
Second grade colleges for women ...	—	3	—	—
Upper secondary or high schools for girls...	—	19	—	1
Lower secondary or middle schools for girls	49	132	1	—
Primary schools for girls ...	105	351	27	263
Training schools for masters ...	32	9	—	—
Training schools for mistresses ...	5	15	—	—

No general description of the management of the schools connected with the Madras Education Department can be considered complete without some description of a method of management, which finds no place in our system, though it fills a very prominent place there.

I refer to the schools known as Municipal and Board schools. Under the Municipalities and Local Boards' Acts, it is compulsory for these institutions to establish and maintain schools, and construct and keep in repair the necessary buildings. Unlike the aided schools under Mission and private management, which are governed by a Code intended exclusively for them, these Board schools are governed, in exactly the same manner as the schools managed entirely by Government, by the departmental educational rules. These rules are of a more stringent character than the Code, and secure for the schools they govern more effective departmental control and guidance. In short, these Municipal and Board schools are practically Government schools, with the difference that the funds for their maintenance, like the funds for the sanitary and medical service, which are also a charge on these institutions, are found largely from the revenues of the Municipalities and Boards that maintain them The burden of the internal management and general conduct of the schools is, however, departmental, like that of any school exclusively maintained by Government.

Financial Administration.

Unlike Ceylon, the funds necessary for the State aid of these schools are not drawn from only one source, the general revenue, or "provincial funds" as it is known in the Presidency. The vote for this purpose from "provincial funds" is largely enhanced by the contributions that Municipalities and District Boards are compelled to make under the provisions of the Acts that regulate their working. And this will be clear from the fact that of the Rs. 1,200,000 (putting it in round numbers) spent last year on Municipal and Board schools and schools under private management for primary and secondary general education, Rs. 431,000 was paid from "provincial funds," and the balance Rs. 769,000 from Municipal and District Board funds. "Provincial funds," it ought here to be mentioned, contribute more largely towards secondary education, Municipalities and District Boards being expected to provide more specially for primary, or, to put it more correctly, for the lower primary education. Last year "provincial funds" contributed only Rs. 156,702 in aid of primary education, as against Rs. 700,513 from Municipal and Board funds for that purpose. "Provincial funds," on the other hand, paid Rs. 264,642 in aid of secondary education, as against Rs. 68,329 from Municipal and Board funds for the same purpose. These figures taken as our guide show that the direct contribution from the general revenue was a little more than one-third, and from Municipal and District Board funds a little less than two-thirds of the lump grant given in aid of the secondary and primary instruction imparted in Municipal, Board, and schools under private management. In the schools managed entirely by Government, like the Government schools in this country, where primary and lower secondary education is imparted, the whole cost is borne by "provincial funds." Last year the cost of these schools amounted to Rs. 222,000, viz., Rs. 124,000 for secondary and Rs. 98,000 for primary education.

Where in Ceylon schools are aided on only one system, the schools in the Madras Presidency are aided under three different systems, the salary grant, fixed grant, and results grant systems. No school is aided at the same time on any two methods of grant combined. Salary grants are paid monthly, and range from two-thirds of the total salary in the case of mistresses holding trained teachers' certificates employed in remote and backward localities, and half the total salary in the case of teachers who are graduates of non-Indian universities with high academic qualifications, down to one-fourth of the total salary to masters holding untrained certificates and uncertificated mistresses, who have passed a general education test. Within these limits great diversity of payment prevails, the actual proportion of the salary grant that may be decided upon in any case being largely in the Director's discretion. Nor is the payment of aid under this system confined to any particular class of school. It embraces colleges of the highest rank as well as schools in backward localities and poor schools, especially for poor Europeans and Mohammedans. The conditions of aid under this system as laid down in the latest Revised Grant-in-aid Code have, however, reduced the number of salary grant schools. One financial limitation in connection with this grant demands notice, and that is the one by which the maximum salary grant is defined to mean "the sum required to meet that part of the current expenditure of the year which is not covered by the receipts from fees and other sources of school revenue." And this income from fees is calculated not in terms of the scale actually charged in the school, but of the scale fixed by the Department, and popularly known as the "fee notification." Any school, therefore, which uses a scale lower than the departmental one, has its fee receipts calculated on the departmental scale in the assessment of the maximum salary grant due to it. It only remains to be pointed out that these grants are calculated on the salaries actually paid by the manager, provided such salaries appear to the Director to be reasonable. Three hundred and forty schools received aid under this system last year. The fixed grant system has been in working only one year in the Presidency. The minimum grant to any school on first admission to aid under this system is the average amount of grant received by its manager during the previous three years. The maximum grant is fixed with reference to the actual cost of the school as shown in the financial statement furnished by the manager and accepted by the Department, and also with reference to the funds at the disposal of the sanctioning authority. This maximum grant, as in the case of salary grants, means "the sum required to meet that part of the current expenditure of the year which is not covered by the receipts from fees and other sources of school revenue." The fee receipts here also are calculated on the departmental scale. Schools aided on this system have the priority of claim in the distribution of public funds over those aided on the results grant system. These fixed grants are paid in two equal half-yearly instalments.

The third system is the one in force in this Colony known as "the results grant system." In its working it differs from the working of the system with us in the one essential point, that, where we pay a school in full the amount it has earned on the examination of its scholars, no school in the Madras Presidency, aided on this system, can as a right claim the full grant it has earned on examination results. If the funds apportioned to each district out of the lump sum allotted from "provincial funds" and Local Board funds for the payment of results proves sufficient, the full grant is paid; otherwise a certain amount for every rupee of grant is what managers have to content themselves with. In the twenty-two districts which comprise the Presidency of Madras the full grant from the amount allotted from "provincial funds" was not paid to results grant schools last year in a single district, the rates actually paid ranging from 2 annas and 2 pies on every rupee of grant earned in Tanjore to 14 annas and 2 pies in Anantapur. And so also with the payment from local funds. Some Boards are better off than others in the same revenue district and pay better. In ten of these

districts the full amount was paid by some of the Boards, the others in these very districts paying so far reduced a rate as 8 annas on the rupee. The fact is that several Taluk Boards, as these Village Boards are called, in each district pay results grants at different rates according to the amount of funds at their disposal. And so long as no check is set on the addition of schools, and as, on the contrary, everything is done to increase their number, time can only aggravate this difficulty.

The apportionment to the twenty-two districts of "provincial funds" is in the hands of the Director of Public Instruction. Last year it ranged from 23·93 per cent. allotted to the Madras District to ·89 per cent. allowed to the Kurnool District. Madras, as the Director himself puts it, continues to absorb more than 20 per cent. of the total amount. The average rate for the other twenty-one districts was 3·63 per cent. As might be expected, this difficulty has caused considerable anxiety to the Department and to managers. And as there seemed to be no prospect of either the Central Government or the Local Boards raising their contributions, the alternative of lowering the money value of a pass in the compulsory heads of examination, so as to diminish the disparity between the amount earned and the amount paid, was approved by Government, and formed the subject of a circular addressed by the Director of Public Instruction to managers when I was in Madras. What the result of the conference of managers summoned by the Director on the subject has been I am not aware. But the feeling of disappointment and vexation was great when I left Madras.

The revenues of these District Boards may be expended under five heads :—(1) Public Works ; (2) Sanitary and Medical ; (3) Education ; (4) Public and Charitable Institutions ; (5) Supervision. No special tax is set apart for education, although the Government had made a general ruling that 15 per cent. of the revenues was a fair proportion ; but in practice it has proved a dead letter. The expenditure under the head of Public Works makes steady encroachment each year on the revenues. It stood at 50 per cent. in 1899, and has risen to 53 per cent. in 1900. The grant under the head of Education has stood at 13 per cent. for the last two years, while under the head Medical and Sanitation it has fallen from 23 to 21 per cent. In some Boards 14 per cent. was reached under the head of Education, but this is exceptional.

These institutions, again, have all to submit their annual revenue and expenditure budgets for the final approval of the Central Government. That part of it affecting Education has to be submitted to the Director of Public Instruction, who transmits it to Government with his approval, disapproval, or amendment, as the case may be. This the Director is the better enabled to do as the education budget of each Board is drawn up by the inspecting officer of the district, with whom it rests largely to recommend the establishment of new schools, the increase of salaries to teachers, &c. This inspecting officer has nearly always a seat on these Boards to enable these bodies to take advantage, free of cost, of the expert advice and assistance available to them on the educational questions they may have to deal with. The budget is drawn up by the inspecting officer of the district in consultation with his local subordinates at a conference of these officers held annually under the educational rules of the Department. The budget is finally sent by the Government to the Board for their adoption, and is seldom, if ever, interfered with by them. By this means the general revenue is almost entirely relieved of the cost of the lower primary education given in boys' schools in these non-Municipal areas, as these District or Taluk Boards are called. "Provincial funds" are thereby nearly altogether restricted to upper primary and secondary education. It may perhaps be interesting here to mention that the receipts of the 480 Boards in the Presidency amounted in 1900 to Rs. 8,255,655, the receipts of the sixty Municipalities for the same period amounted to Rs. 3,205,747. The revenues of these Village Boards are derived from the following sources :—Land cess (1 anna as a rule on each rupee of the assessment), tolls, house tax, fish rents, market rents, and a few other kindred heads.

During the year under review the Municipalities in the Presidency aided 319 schools of all classes, some under its own and the others under private management. For the maintenance of these schools Rs. 35,592 was contributed from "provincial funds," as against Rs. 94,600 from Municipal rates for its own schools and Rs. 116,772 as aid to the primary and secondary schools under private management ; Rs. 16,884 was paid to the schools for special instruction within their area. District Boards during the same period supported or aided 2,476 schools of all classes for general and special education at a cost to their funds for the schools under their management of Rs. 414,630. The contribution in aid from "provincial funds" for all these schools was Rs. 91,102. These Boards also contributed a sum of Rs. 20,914 towards the maintenance of the Government schools for special instruction within their limits. In aid of the schools for general education under private management in these District Board areas, their contribution for 1900 amounted to Rs. 221,417. The following table shows the proportion of the whole expenditure of the Presidency on education in all classes of schools, Government, Board, and aided, as borne by the various contributory sources :—

	Per Cent.
Provincial funds	28
Municipal and Local Board funds	14
Fees	30
Subscriptions, endowments, and other sources	28

The following table shows the proportion of the expenditure on Municipal schools of all classes as borne by the various contributory sources :—

	Per Cent.
Provincial funds	14
Municipal funds	38
Local Board funds	—
Fees	47
Subscriptions, endowments, and other sources	1

The following table shows the proportion of the expenditure on Local Board schools of all classes as borne by the various contributory sources :—

	Per Cent.
Provincial funds	13
Local Board funds	56
Municipal funds	15
Fees	30
Subscriptions, endowments, and other sources	85

The following table shows the proportion of the expenditure on the aided schools of all classes under private management as borne by the various contributory sources :—

	Per Cent.
Provincial funds	14·5
Municipal funds	3·2
Local Board funds	6·5
Fees	32·3
Subscriptions	5·9
Endowments and other sources	37·4

Grants are also given towards the erection, enlargement, or purchase of school buildings and hostels or boarding houses for students. A grant not to exceed half the total cost is also given for school and hostel furniture, apparatus, maps, diagrams, &c. Rs. 57,586 was paid last year under this head from "provincial funds" and Rs. 13,517 from Municipal and Board funds to schools under private management.

Endowments are a fairly large source of school revenue in the Presidency, although, with a few well-known exceptions, they are, as such, practically absent in this country. But when the vastness of the Presidency and the presence there of a very much greater number of really wealthy citizens are taken into account, the poor show we make in this direction loses much of the odium that would otherwise attach to it. Still it is but fair to mention here that nearly a million and a half rupees represents the expenditure on public instruction in general in the Presidency from this source last year. The schools most aided under this form were those under private management, Rs. 1,333,537 representing the expenditure under this head. Subscriptions form another head of aid, and amounted last year in the case of schools under private management to Rs. 13,793. In our case no figures representative of educational interest of this kind are available, because they are not asked for. Perhaps the official form of financial statement used in Madras and appended to this report may suggest for our adoption some means by which a knowledge may be gained of the funds derived from other sources than the general revenue for the maintenance of our schools.

Instruction and Examination.

With the introduction of the salary grant and fixed grant systems of payment of aid, managers have to a great extent been relieved of anxiety in regard to the finances of a large number of their schools. The departmental grant can now be anticipated from year to year with some certainty by them. But, as a consequence of this more liberal treatment of the schools, teachers have not at the same time been freed from anxiety as to the results of examination, and have not been set at liberty to direct their efforts solely towards the cultivation of the intelligence of their scholars, by attention more to methods of instruction than to the results themselves. The whole school course of the Presidency is unhappily too beset with examinations to permit of this. The only examination from which a large number of its scholars have been freed is the annual one for results payment by the Departmental Inspector, but the whole array of others is still in force. With the entrance of a pupil on his fourth year's course, an examination known as "the primary examination" is the all-engrossing object of his labours. This examination is decisive of the results payments to this standard in schools registered on the results system, and is also the qualifying test of fitness for those posts in the lower grade of the Public Service carrying pay of less than Rs. 15 per mensem, and classed in the Public Service notification schedule as "superior." As many as 13,000 pupils from the fourth standard of schools registered on the results grants system presented themselves for this examination last year, in addition to nearly 12,000 "private candidates," that is, pupils of the fourth standard of primary and secondary salary grant and fixed grant schools, teachers for admission into primary training schools, and others. The ages of 16,000 of these candidates ranged from 9 to 14, about 4,000 were between 14 and 17. The ages of the rest ranged from 18 to 25.

Three more years follow in preparation for another examination known as "the lower secondary examination," intended, as the regulations put it, "to be a leaving certificate for lower secondary education," which finishes with standard VII. or the third form of the course of instruction for schools laid down by the Department, and to be the test of the eligibility of pupils of the seventh standard or third form for grants in results grant schools. Candidates from the fourth or any higher form of a recognized high school are also eligible for this examination. The former appear as "pupil candidates" in the lists, and the latter as "private candidates." Seven thousand of the former and 4,000 of the latter presented themselves for this examination last year. The completion of a pupil's high school or secondary education course three years later is ratified by his passing one or the other of two examinations, the upper secondary examination instituted by Government or the matriculation examination of the university. Both these examinations are, in addition, a qualifying test for entrance into the Service on posts carrying a salary of Rs. 15 per mensem and upwards. The high school consists of three forms, and the school course is so arranged as to fit the pupil at the end of his third year for passing the matriculation examination or the upper secondary examination, according as the school prepares for the one or the other examination. And yet, of the 6,494 candidates at the matriculation examination of the year under review, only 1,362 or a little more than a fifth passed, while at the upper secondary examination only 9 passed out of the 74 who presented themselves. Where all the machinery of education would seem to be specially directed towards ensuring successful examination results, such figures only too clearly show that the system in force has failed of its object. A most minutely elaborated schedule for the teaching of English, for instance, to Indian youths is in force in the Presidency ; and yet every succeeding year discloses an increasing weakness in this subject on the part of the examinees that makes one almost feel how much better it would have been if teachers had the chance of a little more latitude in the employment of methods of instruction under this head. As it seemed to me, the educational rules left teachers no choice of methods at all. The minimum requirement demanded in each year of a pupil's course was practically the method of instruction to be pursued during the year rather than the quantity of work under that head that it was thought could be encompassed in that time. And this in the very face of the modern tendency in all advanced countries to leave methods of instruction to the teacher's initiative.

It would therefore not be strictly correct to say that examination has been superseded by inspection. One visit of inspection is all that a school receives during the year from the Departmental Inspector, and that for the purposes of the report as to the eligibility of the school for the aid it

receives. He is relieved of the drudgery of the individual examination of scholars, which is about all that inspection appears here actually to cover. But the teacher is still bound hand and foot to the preparation of pupils for certain examinations on lines laid down for his guidance, and has no scope for striking out on lines of education which he thinks best for those in his charge. No attempt, in consequence, was visible at independent classification or organization. In these respects all schools were monotonously alike each other, and one tired at last of hearing classes described by the examinations for which they were preparing. The great end of inspection as opposed to examination seemed to me to have been lost sight of, where the inspector's opportunities for the discussion with managers and teachers of educational aims and methods, and for obtaining an insight into the actual daily working of schools were restricted to one visit during the year, the date of which, too, had been intimated beforehand to the school authorities. It seemed to me impossible within that one visit to traverse the full ground which the new idea of inspection is intended to cover. As a compromise, presenting the Department as working on the newer and more advanced lines of educational opinion, the course adopted has certainly its merits. But whether the mere relief from individual examination of scholars and the substitution of a very inadequate system of inspection will be of real benefit to the education of the country strikes me as rather problematical. No amount of advice to teachers and managers on points of discipline and organization, no discussions, however endless, on methods of instruction, can avail aught so long as the goal of all effort is the passing of particular examinations. Freedom to the teacher can never be secured under such a condition of things ; and in the untrammelled freedom of the teacher lies the new hope.

These remarks apply to the primary and secondary departments of schools for general education, corresponding to our primary, middle, and high schools. In the collegiate or university side of the work of the Presidency I felt no special interest, our own desire in that direction making for a more closely English model, less under local influences and conducted, as regards examinations, by examiners in England.

It was, however, in the direction of infant education, a branch of our work we neglect most culpably, that I felt we had a leaf to take from the Presidency. Happily for the infants attending the schools in the Presidency, Kindergarten methods have found their way into them, and are carried out with considerable success, especially in girls' schools. To the establishment of training schools for women teachers and the presence of inspectresses on the staff of the Department this advance is almost exclusively due. Indeed, the labours of Mrs. Brander (Inspectress of the Northern and Central Circles) in this direction have become a household word in the Presidency. Object lessons and occupations enter largely into the daily work of these infants, and I have listened to more than one woman teacher keeping a class of fifteen or twenty wee bits of girls intensely interested in a story devised by her for them. The children also repeated to me with singular accuracy stories previously told them, and were able to answer questions on the stories, which showed that an intelligent appreciation of the point or the moral was not lost sight of in the recital. Drill and action songs, too, formed a feature of their school work, which gave me infinite pleasure. And here I should not omit to mention that the teachers whose work in this direction was most worthy of mention were those who had gone through a course of training at the training schools for women in the Presidency. Indeed, the wonderful effect this method of instruction had upon the little people impressed me very strongly, and made me wonder how we could continue to condemn our little Sinhalese children to the drudgery of mere book learning and slate writing, with nothing to give their life in school any interest or pleasurable excitement. But it would be idle to hope for such a transformation in our girls' schools, unless we are able to place them under properly trained teachers. We are yet a long way off here from that capacity for teaching to which we can with confidence leave the development of the child's powers of observation and reasoning.

In boys' schools, too, the education of the infant classes is conducted on the same lines; and wherever the teacher was found to come to his work with experience gained at the training school a distinct superiority in aim and method was visible. To mention nothing else, I was much interested in the initiatory lessons I saw given by trained students in the mofussil in the teaching of number. The cleverness and dexterity with which the natural tendency of the children to resort to their fingers in the concrete counting stage was checked, was in the highest degree praiseworthy. No untrained man, except of very rare teaching aptitude, could have circumvented that besetting difficulty so effectively. The object lessons, too, that were given to the infant classes by trained teachers were very stimulating indeed. And the success with which variety was introduced into the lessons spoke volumes to the efficacy of the training received by the teachers.

The attention paid to discipline, too, by these trained teachers was very noticeable, and the quiet yet firm hold of their classes marked them out at once as trained men. The absence of all noisy demonstration of authority was another characteristic which bore evidence to successful training, and contrasted so pleasantly with the clamour and the cane, the only resource of teachers whom circumstances and not choice have driven to an uncongenial profession.

The Training of Teachers.

From the training colleges and schools in the Presidency, more than from its infant schools, an even yet more salutary lesson is to be learnt by us. And this lesson brings into marked prominence perhaps the greatest blot on our Educational System; the absence of a properly organized system for the training of teachers.

The necessity for the training of both men and women teachers receives in Madras, on the other hand, the amplest acknowledgment in a most carefully graded scheme, meeting the wants of the different classes of schools connected with the Department. The collegiate, secondary, and primary education of the country are all alike taken into account in this scheme, and the examinations for certificates are held both in English and the various vernaculars of the country to suit the candidates in training. Teachers' certificates are of five grades, namely, (1) licentiates in teaching; (2) second grade certificate; (3) upper secondary; (4) lower secondary; (5) primary, coinciding with the departmental classification of schools. The examination for the degree of licentiate in teaching is conducted by the university. A Board, designated the Board of Examiners for Teachers' Certificates, examines for all the other certificates. The curricula of the various grades of these training schools are limited strictly to professional instruction. No general education of any kind is imparted in them, as certificates of having passed certain examinations decided upon by the Department as fulfilling

the minimum general knowledge requirements of each grade of training college or school have to be produced by candidates on seeking admission. A candidate who does not possess a requisite educational certificate may be admitted on the strength of a certificate accepted by the Department as its equivalent. The course of training does not extend beyond twelve months. Candidates admitted for training into Government training schools receive fixed monthly allowances from "provincial funds," and are called stipendiaries. The number of such stipendiary students throughout the Presidency is for the present limited to 1,257. The stipends allowed range from Rs. 15 per mensem to candidates in the first grade collegiate department, that is, candidates preparing for the degree of licentiate in teaching, down to Rs. 5 per mensem to candidates in the primary department. Slightly improved stipends are given to candidates from remote and backward districts, to European, Eurasian, Mohammedan, and Panchama students, and to Hindu female teachers being trained in the Presidency training school for mistresses at Madras. Caste Hindu women and Mohammedan women, not resident in the town where their training school is situated, are even allowed, in addition, a guardian allowance of Rs. 5 per mensem. In Board training schools the number of stipendiaries and the rates of stipend are determined by the Board. In training schools under Mission management the stipends from "provincial funds" vary from Rs. 10 per mensem for first grade masters and Rs. 12 for first grade mistresses down to Rs. 3 for primary masters and Rs. 4 for primary mistresses. Exceptional rates are paid in these schools also as in Government training schools, 25 per cent. being added to the usual stipendiary grant. During the year under review there were forty-one training schools for masters, thirty-two of these were managed by Government and nine were under Mission management. Eight of these training schools were of the upper secondary grade, seventeen of the lower secondary grade, and sixteen of the primary grade. In all 82 students were in training for the upper secondary grade, 238 for the lower secondary grade, and 889 for the primary grade. At the training colleges at Saidapet and Rajahmundry 40 students were in training for the degree of licentiate and 31 for the second grade collegiate certificate. The cost of the 41 training schools referred to above was distributed as follows:—Provincial funds Rs. 114,359, Municipal and Local Board funds Rs. 22,769.

The training colleges at Saidapet and Rajahmundry, for purposes of collegiate education, are maintained exclusively from "provincial funds," and cost Rs. 36,413. Twenty training schools for mistresses were in operation during the year, five under Departmental and fifteen under Mission management. Four of these schools were of the upper secondary grade, thirteen of the lower secondary grade, and three of the primary grade. In these schools 25, 166, and 155 students were being prepared for upper secondary, lower secondary, and primary grade teachers' certificates respectively. In the effort to improve teaching skill the Madras Education Department goes further, and even brings the opportunities of training to the very doors, so to speak, of untrained teachers. Under the designation of "Sessional Schools" a sort of peripatetic training agency is worked exclusively among the teachers of village primary schools. Seventy-one schools of this class were worked during the year, and they were attended by 841 teachers, as against fifteen schools and 191 teachers in the previous year. 640 teachers passed the complete test during the year for teachers' certificates. The expenditure on these schools amounted to Rs. 20,296. The schools taught by these men have no exact parallel in any class of schools aided by us. They can only be likened to Mohammedan verandah schools, and to those efforts at school-keeping of the village *guru*, which are to be seen in occasional operation even amongst us in the country side. It seemed to me that these "indigenous schools," as they are called in India, are a special anxiety of the Department, and no trouble was spared to induce these proprietary teachers to come under the departmental system. Training served actually as a bait to draw these men and their schools into the departmental net.

In the face of these facts and figures it is impossible to shut our eyes to our remissness in this particular direction. Our Government and aided vernacular schools for boys in both the Sinhalese and Tamil-speaking districts are, in a way, provided with the facilities for equipping them with trained teachers. The Tamil girls' vernacular schools are also similarly circumstanced. But 146 of the 156 English schools borne on our registers are taught by untrained men, and not a single girls' vernacular school in the Sinhalese districts is in charge of a trained teacher, although there are 279 girls' schools on our books, not to mention the 368 mixed schools. And considering the success with which the presence of trained teachers has enabled the Department in Madras to introduce the latest reforms in teaching and organization into their schools, the establishment of at least one central training school for men and one for women teachers in our Colony is a step which should not, I think, be any longer delayed. If we are to content ourselves with the view that the mere ability to read and write and do a little ciphering is all that need be comprised in education, then our system cannot be cavilled at. But if, in the light of modern advancement, education is to be based on the cultivation and development of the powers of observation and reasoning, then we must admit that the machinery available to us for this purpose is utterly unsuited and utterly deficient.

I cannot here refrain from recording one feature in particular that struck me in the training schools of the Presidency, and that was the readiness with which students of all creeds and classes availed themselves of these institutions. The denominational difficulty which confronts us with every educational move we make here, seemed to have no habitat there. Indeed, I have only to mention the fact that I met Roman Catholic nuns in training at the Government Presidency training school for mistresses in Madras, to show how little countenance our great and almost insuperable difficulty receives in that Presidency.

PHYSICAL TRAINING.

The training of gymnastic instructors is a part of the work carried on at the Government training colleges at Saidapet and Rajahmundry. It is enough to mention this to show the earnestness of the Madras Education Department in regard to this necessary adjunct of school work. Two-thirds of the salary is given as a grant in aid of the gymnastic instructors holding second class certificates employed in salary grant schools. And the efficiency of the work of such of these men as came under my observation fully justified the money paid. At the special classes for the training of these gymnastic instructors attached to the two colleges mentioned above, 40 students were in attendance last year. The expenditure on these classes amounted to Rs. 1,958.

In all public institutions, whether under exclusive Departmental or Board management, the educational rules governing them lay down the minimum of the appliances for physical training necessary for the standard of instruction up to which the school teaches. The minimum for a

college or upper secondary school is one horizontal bar, two parallel bars (one 3 ft. 6 in. in height and 15 in. apart inside, the other 4 ft. 6 in. and 20 in. apart inside), one trapeze, one pair rings, one pair vertical poles, one vaulting horse with movable legs permitting of its being raised from 3 ft. to 5 ft. 6 in., one spring board for horse, twelve pairs stilts, twelve pairs Indian clubs, dumb bells (the number depending on the size of a class, in no case heavier than 8 lb. a pair), one jumping uprights.

For the primary schools, corresponding to our village vernacular schools mostly, the minimum is one parallel bar 3 ft. 6 in. in height and 15 in. apart inside, one jumping uprights, wooden dumb bells. How many of these appliances are in use in the only college maintained by Government in this Colony I am not in a position to state, but not a single article of the kind enumerated above is to be seen at any of our Government primary or even secondary schools. Comment on the physical education given in our schools would be useless after that. It is only to be hoped that it will soon follow in the wake of the compulsory instruction in drill now given in our Government schools at least. Courses of instruction and standards of examination in drill and gymnastics for boys' schools are also laid down in the educational rules of the Department, four stages for the primary school and three stages for the secondary school. And in the Hints and Suggestions given by the Education Department to school authorities on the management of schools as an appendix to their Code of educational rules, "it is strongly recommended that physical training be made generally compulsory in every school, exemption being made only on medical certificates issued by competent medical officers." Nothing short of compulsion would, from my experience of this country, ensure physical training being taken seriously in hand in our schools, and I think education has taken a sufficiently firm hold of the people to make it safe for us to venture on the experiment.

In Government girls' schools action songs, drill with wands, dumb bells, &c., to the accompaniment of suitable songs, is a compulsory part of the school course. And here, too, courses of instruction and standards of examination in drill and calisthenics are laid down in the educational rules for the guidance of teachers. Not the semblance of objection on the part of the girls seemed visible. Brahman and Caste Hindu girls of twelve and thirteen took to these exercises with the most evident relish. Of course a great deal depended upon the animation infused into the exercises by the teacher. And whenever she was found to have received her own instruction in the subject at the Presidency College Training School for Women in Madras, the result on her pupils was most marked in respect of ease, precision, and accuracy of movement. Indeed, what I saw in this direction in the girls' schools I visited in the Presidency rather reduced to an absurdity the objections that squeamish Sinhalese parents are known to raise to so healthful a side of the school work of their girls. Some tact will certainly have to distinguish the earlier attempts at making physical training for girls popular, especially in our country schools. But the general introduction of it into these schools must be kept steadily in view. Oriental prejudices are undoubtedly deep-rooted, but the axe of persistent effort has never failed in the end to fell them to the ground most successfully.

TECHNICAL EDUCATION.

Under this head much activity is noticeable in the Presidency, and results are very manifest of the endeavours to give a practical turn to popular instruction. The growth of the schools of art and the engineering colleges points to the spread of the higher technical education, while the popularity of such subjects in the lower class industrial schools, as wood and metal work, textile industries, jeweller's work, &c., shows that the movement has fairly reached the masses. The spread of drawing is most marked. It is taught in the majority of the schools, and shows that the foundation of all technical instruction has been recognized. The actual number instructed during the year in free-hand outline drawing alone was 1,933.

But technical education is not looked upon as a branch of educational work for which specially organized schools are exclusively necessary. A number of such institutions exists, but the bulk of the industrial and technical instruction given is in classes attached for that purpose to schools for general education. Indeed, technical education is based, rather, on the contrary, upon a scheme of examinations.

The higher class—technical, industrial, or art schools—are divided into two classes, one giving instruction in subjects coming under two or more groups, and the other teaching subjects coming under only one group of the Government technical examination scheme. The number of the former rose last year to 19, with a strength of 1,833 students. The number of subject students was 3,088, distributed over the following groups of the scheme :—Engineering, 799 ; physical science, 28 ; commerce, 260 ; music, 46 ; drawing, 1,387 ; jeweller's work, 87 ; printing, bookbinding, and type-founding, 91 ; woodwork and metal work, 265 ; textile industries, 125 ; tailoring and dress-making, 66 ; glass and pottery, 16. The number of technical schools and classes taking subjects coming under only one group of the scheme may be seen from the following statement taken from the last published report of the Director of Public Instruction :—

		Number.	Strength.
Schools of art teaching only	music ...	... 6	... 289
Do.	drawing ...	... 5	... 309
Do.	mechanical engineering	... 1	... 183
Do.	electrical engineering ...	... 1	... 84
Do.	commerce ...	... 7	... 253
Do.	printing ...	... 2	... 153
Do.	textile industries ...	... 3	... 109

The lower class industrial schools and classes give instruction of a much more elementary nature in three stages of twenty subjects laid down in the educational rules of the Department. The subjects themselves are handicrafts. Such ambitious sujects as engineering, physical science, commercial subjects, veterinary science, &c., find no place in this list. In this respect these schools are akin to ours, and bear the further resemblance that they are examined by the inspecting officers of the Department. These lower schools may, however, be transferred to the higher class and come under the Government technical examination scheme on their possessing the capacity for the higher work demanded by the higher examination. Eight of these lower class industrial schools are specially organized industrial schools. Their total strength for the year was 171. Of this number,

104 received instruction in carpentry, 22 in free-hand drawing, 36 lace-making, and 21 in tailoring. Lower industrial classes were also attached to fifteen schools for general education, with a strength of 702 students. Of this number, 59 were taught music, 383 free-hand outline drawing, 71 cabinet-making, 30 blacksmith's work, 28 cotton-weaving, 12 tape-making, 40 tailoring, 61 dress-making, 125 carpentry, and 3 wood-turning. The Department also issues, after examination, certificates of ability to teach technical subjects. Candidates must first have passed the advanced, intermediate, or the elementary technical examination in the subject in which they desire to be tested before they are subjected to the practical test, viz., to teach a class in such subject or subjects in which a certificate is desired to be obtained. A candidate for an advanced teacher's certificate is required to teach a class preparing for the intermediate examination in that subject, a candidate for an intermediate technical teacher's certificate a class preparing for the elementary examination, and a candidate for an elementary teacher's certificate a class of the lower industrial or art school preparing for one of the stages laid down in the educational rules. It will thus be seen that some guarantee of at least skilled teaching is ensured by the Department.

The improvement in the lower class of industrial schools has not realized the anticipations that have been formed of them. But the Government would seem to be satisfied with the general condition of technical and industrial education in the Presidency, if the resolve to open industrial schools in the mofussil is any evidence. On this point the Director's last published report contains the following statement :—

> The elaboration of a definite scheme for the extension and improvement of technical education has been in abeyance for some time past pending the orders of Government on the re-organization of the school of arts. On receipt of these orders proposals for the opening of industrial schools in the mofussil will be submitted.
>
> A beginning, however, has been made in this direction by the appointment, since the close of the year under report, of Mr. Chatterton, Professor of Engineering, on special duty for three years in connection with the extension of technical education. He is to inspect all the technical schools in the Presidency, and to pay special attention to the development of indigenous industries and to the establishment of new industrial schools.

Clearly, a similar overhauling of the industrial work carried on by us cannot fail to be attended with good results.

The expenditure on technical, industrial, and art schools or classes for the year under review from "provincial funds" was Rs. 84,893, from Municipal and Local Board funds Rs. 9,653. Fees contributed Rs. 24,448. Other sources Rs. 100,707.

Practical Education.

One other respect in which our system falls very short of that of the Madras Presidency is in the provision made in the school curricula for instruction in practical subjects. Although it cannot be said that the training of the hand, the eye, and the intelligence is a part of the curriculum of every school in the Presidency, the wide range of optional subjects with this object that are provided in the educational rules gives both secondary and primary schools large opportunities of working in this direction. The Department is also enabled by means of extra grants under the Code to encourage the teaching of practical subjects wherever such additional aid seems to be needed for their successful instruction. And to meet the difficulty presented by the absence, in sufficient measure, of skilled teaching for this particular side of school work, attention is now being given to it in the course laid down for the colleges and schools for the training of teachers. In short, the endeavour to make general education less literary is a very characteristic feature of the policy of the Department.

The co-operation of parents and even of managers in this new departure has not, it is true, been easily ensured. The public examinations, which are the avenues to employment in the Public Service, have for a long time offered an obstacle to success in the spread of practical education that could not easily be surmounted. But much of that opposition has now been overcome, and the disciplinary value, both from a moral and intellectual point of view, of manual training now stands more generally acknowledged. The success, too, which has attended the introduction of Kindergarten methods has, as it were, paved the way for the acceptance of practically its development in the education of the older scholars, and the optional subjects in the syllabus, making for practical education are, in consequence, being taken up more largely than before.

Our own system, on the other hand, in its widest scope, aims almost exclusively at what may be termed "the acquisition of the contents of text books." Book learning, in short, is the goal of all effort in our schools taken as a whole. The relation between education and the facts and necessities of daily life is completely lost sight of in the purely literary tendency of the work done in them, and the result is the bulk of the children turned out from our schools are very insufficiently, if at all, equipped for the battle of life. It seems to me, therefore, time that we took steps, not so much to give training for special walks in life, as to widen our course of studies, so as to stimulate the intelligence and to encourage such special bents of mind and aptitudes as the pupils may show.

Government Examinations.

In these examinations the Education Department of Madras as a Department takes no active part. Under the designation of "Commissioner for Government Examinations" a special officer is entrusted by the Government with the conduct of these examinations. That officer for the time being happens to be the Director of Public Instruction. But the post is not his *ex officio*. The twelve examinations included under this head are conducted by Boards of Examiners appointed by the Commissioner. And with the exception of the lowest examination, the primary examination, the inspecting officers of the Department are, as a rule, not called upon to take a share in this work. The primary examination having to do with very elementary school work, and being mainly *viva voce* and practical, it would be almost impossible to dispense with officers accustomed to the work. In the constitution, therefore, of this particular Board, the inspecting element predominates. But the constitution of all the other examining Boards shows most clearly that in Madras the impression that inspectors of schools should look upon the conduct of these examinations as a part of their duty, because they are examinations, has taken no hold of the authorities. In the whole list of 190 examiners for 1900 and 1901 for all the examinations, excluding the primary examination, only one

inspector's and one assistant inspector's name finds a place. And the examiners selected are all paid for their work. The charge under this head last year amounted to Rs. 82,186. The receipts of the Commission for the same period amounted to Rs. 134,710. A secretary to assist the Commissioner is a paid official on the Commission, and the work of tabulating results, &c., is carried on in a separate office with its staff of clerks, &c., working immediately under the secretary. Two of these examinations, viz., the lower secondary and the upper secondary, it may be urged, have to do with the work of schools, and fall therefore within the scope of the work of an inspector of schools. But it must be remembered at the same time that these examinations are, in addition, qualifying tests for admission into the Public Service. The Government have, therefore, apparently decided that it is more fitting that they should come under the purview of their Commissioner for examinations. The remaining examinations have to do with special tests instituted for the purpose of testing the fitness of candidates, educationally qualified, for the special duties appertaining to particular departments of the Public Service, or to particular appointments or offices therein. One which is known as the "Government Technical Examination" is the largest. It is intended to encourage scientific and technical instruction, and to test the qualifications of persons desirous of holding appointments where a practical knowledge of technical and scientific subjects is necessary, such as teachers of science and art, civil, mechanical, and electrical engineers, telegraphists and draughtsmen, foresters and veterinarians, &c. Even the medical entrance examinations are controlled by the Commissioner.

It seems to me, therefore, that we cannot do better than follow the example of the Madras Government in the conduct of the various examinations for admission into the Public Service and other purposes that are now entrusted to our Director of Public Instruction, and, for that reason, are carried through by his inspecting officers. Apart from the fact that this particular work is not germane to their duties as inspectors of schools, the encroachment it makes upon the time they should give to the inspection of their schools is perhaps an even stronger reason why inspectors should not be called upon to share in this work. Civil Servants of high attainments, heads of colleges and their more highly qualified assistants, missionaries of high academic distinction, officers of the scientific departments of the Public Service of known ability, and acknowledged Oriental pandits present a field for selection, which ought to enable us, under a responsible Commissioner, to organize most effective Boards of Examiners for our purposes. Personally, I should be deeply grateful for any scheme which would not subject the time I can spend in my schools to the risk of being curtailed. As it is, the mere examining for results absorbs a very large portion of my time. And I am free to admit that I begrudge every moment that is taken from the little that is left for the more useful work of inspection. The great majority of our teachers are untrained men, and even those of them who are trained show no inclination to keep abreast of the great improvements, especially in methods of instruction, that now distinguish the educational work of all the more advanced countries of the world. And unless the inspector brings better and more intelligent methods under the notice of his teachers by model lessons given by himself and by discussions with them on the spot, it will be impossible to initiate those reforms in teaching that we are anxious should find their way, even though tardily, into the schools of our country.

I cannot conclude this report without expressing the deep sense of my gratitude for the assistance most willingly rendered to me by the Assistant Secretary and the Under Secretary to Government, the Director of Public Instruction and his personal assistant, and the Inspectors of Schools of the Central and Southern Circles and their assistants. To Rao Bahadur Nagoji Rao, Inspector of Schools of the Southern Circle, and his assistants, I am especially beholden for much advice and information.

ARTHUR VAN CUYLENBURG,
Inspector of Schools.

Kegalla, May 13, 1901.

Annexure.

FINANCIAL STATEMENT.

Receipts during the Twelve Months ending 31st March, 190—.

Expenses during the Twelve Months ending 31st March, 190—.

1	2		3	4						5			6	7	8	9	10	11	12	13	14	15	16	17	18
Name of Institution.	Proceeds of Endowment, Interest, &c.		Subscriptions or donations.	FEES.						Grants (if any portion for less or more than a year, period or periods to be specified).			Miscellaneous (nature to be specified).	Total.	Cost of staff (in each department separately).	Scholarships and prizes.	House-rent and taxes.	Ordinary repairs and upkeep.	Library.	Servants, including matrons.	Furniture, apparatus, &c.	Miscellaneous, including ordinary contingencies (nature to be specified).	Total.	Excess or deficit balance.	Remarks.
	General.	Special.		(*a*) Class or form.	(*b*) Average strength.	(*c*) Rate of fees levied per term ——— month.	(*d*) Amount of ordinary fees actually collected (excluding boarding fees).	(*e*) Loss of income by levy of fees below the standard rate or from grant of free scholarships.	(*f*) Drawing laboratory, reading-room, and other special fees.	(*a*) From provincial funds.	(*b*) From local funds.	(*c*) From municipal funds.													
				College.																					
				Senior B.A. Class. — Whole course ...																					
				Senior B.A. Class. — English language course only																					
				Senior B.A. Class. — Second language course only																					
				Senior B.A. Class. — Science course only ...																					
				Senior B.A. Class. — Branch II. or III. only ...																					
				Senior B.A. Class. — Branch I., IV., or V. only ...																					
				Junior B.A. Class. — Whole course ...																					
				Junior B.A. Class. — English language course only																					
				Junior B.A. Class. — Second language course only																					
				Junior B.A. Class. — Science course only ...																					
				Junior B.A. Class. — Branch II. or III. only ...																					
				Junior B.A. Class. — Branch I., IV., or V. only ...																					
				Senior F. A. Class ...																					
				Junior F. A. Class ...																					
				School.																					
				Upper Secondary or High School. — Form VI. ...																					
				Upper Secondary or High School. — Form V. ...																					
				Upper Secondary or High School. — Form IV. ...																					
				Lower Secondary or Middle School. — Form III. ...																					
				Lower Secondary or Middle School. — Form II. ...																					
				Lower Secondary or Middle School. — Form I. ...																					
				Upper Primary School, Class IV. ...																					
				Lower Primary School. — Class III. ...																					
				Lower Primary School. — Class II. ...																					
				Lower Primary School. — Class I. ...																					
				Lower Primary School. — Infant Class ...																					
Total...																									

STATION :———
Dated ——— 190—.

NOTE.—(1) The total of columns 4 (*a*) and 4 (*e*) should be equal to the amount of fees that should have been collected according to the standard rates.
(2) In column 3 should be exhibited *bonâ fide* receipts and *not* the net loss or profit to management.
(3) In column 5 should be exhibited only *grants* paid from public funds and *not* the net loss or profit to management.
(4) The net loss or profit to management should be shown in column 17.
(5) In institutions aided both from provincial and local or municipal funds, two separate totals should be given, one for the departments aided from provincial funds and the other for those aided from local or municipal funds, in addition to the total for the whole institution given at foot.
(6) *Column* 8.—The headmaster's salary should be apportioned to each department according to the time devoted by him to each department, and the amount debitable to each department should be entered separately.
(7) Details should be given of the entries in column 5, that is, how much has been drawn as salary or fixed grants, how much as furniture grants, as building grants, general education, scholarship grants, &c.

Manager.

V.—1902.

PAPERS

RELATING TO

THE ACOUSTICS AND VENTILATION OF THE COUNCIL CHAMBER.

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

ACOUSTICS AND VENTILATION OF THE COUNCIL CHAMBER.

No. 1.

The Hon. the COLONIAL SECRETARY to the Hon. Mr. F. A. COOPER.

Colonial Secretary's Office,
Colombo, November 18, 1901.

SIR,—I AM directed to forward to you for necessary action the accompanying extract from minutes of the proceedings of the Legislative Council held on Wednesday, the 13th instant.

I am, &c.,
J. J. THORBURN,
for Colonial Secretary.

Extract referred to.

Pursuant to notice, the Hon. Mr. Giles F. Walker, seconded by the Hon. Mr. F. C. Loos, moved—For the appointment of a Select Committee to consider and report on the acoustics and ventilation of the Council Chamber and its connected rooms with a view to improving them.

The motion was agreed to, and a Select Committee consisting of the Hon. Mr. F. A. Cooper, the Hon. Mr. Giles F. Walker, and the Hon. Mr. W. H. Figg was appointed.

No. 2.

The Hon. Mr. F. A. COOPER, the Hon. Mr. GILES F. WALKER, and the Hon. Mr. W. H. FIGG to the Hon. the COLONIAL SECRETARY.

Colombo, December 6, 1901.

Council Chamber.

SIR,—WITH reference to your letter dated the 18th ultimo, we have the honour to inform you that we have considered the acoustic properties and ventilating arrangements of the Council Chamber and connected rooms with a view to improving them, and have to report as follows.

We are of opinion that the acoustic properties of the Council Chamber would be improved by placing movable wooden screens in the arches on the east and west sides, these screens to be about 8 feet in height and similar in design to those at present existing in the arches at the two ends of the Chamber.

The adoption of this course would doubtless, to some extent, interfere with the ventilation of the Chamber, but we are of opinion that not only would this interference be overcome, but the ventilation of the Chamber generally improved by the installation of eight electric fans suspended from the ceiling, and the abolition of the four fans at present installed in the end walls. The fans adopted should be of such a pattern as to admit of their combination with electroliers.

With reference to the connected rooms, we are of opinion that it is desirable to improve the ventilation of the ante-room by the installation of two electric fans and electroliers combined, suspended from the ceiling.

We have, &c.,
FRANCIS A. COOPER,
Director of Public Works.
GILES F. WALKER.
W. HENRY FIGG.

No. 3.

The Hon. the COLONIAL SECRETARY to the DIRECTOR OF PUBLIC WORKS.

Colonial Secretary's Office,
No. 1,468. Colombo, December 18, 1901.

Improvements to the Council Chamber.

SIR,—WITH reference to the report dated the 6th December, 1901, of the Select Committee of the Legislative Council appointed to consider and report on the acoustics and ventilation of the Council Chamber and its connected rooms with a view to their improvement, I am directed to inquire the approximate cost of the alterations suggested.

I am, &c.,
J. J. THORBURN,
for Colonial Secretary.

No. 4.

The DIRECTOR OF PUBLIC WORKS to the Hon. the COLONIAL SECRETARY.

No. 171. Colombo, January 29, 1902.

Improvements to the Council Chamber.

SIR,—I HAVE the honour to acknowledge the receipt of your letter No. 1,468 dated the 18th ultimo, and to inform you that the cost of the alterations suggested is estimated at Rs. 3,700.

I am, &c.,

F. W. JOHNSON,
for Director of Public Works.

VI.—1902.

ACCIDENTS IN MINES AND FACTORIES, 1891–1900.

RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON, dated November 28, 1900, for—

A Return showing as far as practicable the Number of Mines and Inspections and the Number of Accidents that have occurred since the last Ten Years in Mines and Factories which resulted in loss of life and personal injury; also the Number of Inquests held in connection with them, and the observations of the Jurors, if any.

(The Hon. Dr. W. G. Rockwood.)

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

ACCIDENTS IN MINES AND FACTORIES.

RETURN showing the Number of Mines and Inspectors,* the Number of Accidents in Mines and Factories which resulted in Loss of Life or Personal Injury, and the Number of Inquests held, with observations of Jurors, if any, for the Ten Years ended December 31, 1900.

Name of Province.	No. of Mines.	No. of Accidents in Mines which resulted in Loss of Life or Personal Injury.	No. of Accidents in Factories which resulted in Loss of Life or Personal Injury.	No. of Inquests held.	Observations of Jurors. if any.
Western ...	1,015	68	59	66	In a case of accident in a laundry, where a man died of injuries caused by a fall, the jurors observed that the proprietors of the laundry should be called upon to affix railings all round the upstair floor to prevent further mishaps of that nature. No particular observations by jurors in other cases. Death accidental and due to falling into cisterns, inhaling foul gases, injuries received by being caught in the machinery in fibre mills, falls into plumbago pits, fall of timber, &c.
Central ...	20	2	5	7	In one case, where a man died of injuries caused by a fan in a tea factory, the jurors' observation is that the fan should be closed to prevent further accidents. No observations in other cases.
Northern ...	Nil	Nil	Nil	Nil	Nil
Southern ...	1,734	41	4	30	No observations. In all cases death accidental and due to falls into pit, fall of earth, drowning through sudden rush of water, &c.
Eastern ...	Nil	Nil	Nil	Nil	Nil
North-Western ...	72	29	10	28	No observations: In all cases death due to falls into pits, explosions in pits, &c.
North-Central ...	Nil	Nil	Nil	Nil	Nil
Uva ...	3	1	40	1	Death due to injuries received when one Arumogam pushed deceased on to the tea roller in Kotagalla estate.
Sabaragamuwa ...	474	57	11	32	No observations.

* There is only one Inspector.

VII.—1902.

REPORTS.

OF THE

CENTRAL AND PROVINCIAL IRRIGATION BOARDS FOR 1900.

(Prepared in pursuance of Section 9 of Ordinance No. 23 of 1889.)

Ordered by His Excellency the Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price Re. 1·35.

1902.

REPORT OF

THE CENTRAL IRRIGATION BOARD FOR 1900.

President:

H. E. THE GOVERNOR THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.

Members:

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER; MR. H. T. S. WARD, *Acting*).
THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).
MR. A. DE A. SENEVIRATNE.
MR. P. COOMARASWAMY.
THE HON. MR. S. C. OBEYESEKERE, M.L.C.
THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Secretary { MR. J. J. THORBURN.
MR. F. J. TOTHILL.

THE Hon. Mr. Obeyesekere and Mr. H. T. S. Ward, Director of Irrigation, were appointed members during the year.

In May Mr. J. J. Thorburn relinquished the Secretaryship of the Board, and Mr. F. J. Tothill was appointed in his place.

The Board held four meetings during the year.

In Appendix A will be found a record of the business transacted by the Board during 1900.

The reports of operations of the various Provincial Boards appear in Appendix B.

In Appendix C will be found a list of the Irrigation Staff at the end of the year.

Seven additional Engineers from England were appointed during the year, viz., Messrs. Morris, Watts, De Kretser, Balfour, Doxat, Park, and Chute.

Mr. E. G. Eves returned to the Public Works Department, and Mr. G. D. Gordon was appointed in his place in charge of the works at Minneri tank.

Mr. Blechingberg, who was in charge of the Giant's tank works, died on the 5th January, and was succeeded by Mr. A. M. Walker, District Engineer, Public Works Department, who was transferred from the Public Works Department. Mr. Sanmukam, District Engineer, Public Works Department, who was in charge of the Kanukkeni tank works, Northern Province, was also transferred from the Public Works Department.

Three Irrigation Surveyors joined the Department during the year (Messrs. Berwick, Muttuvelu, and Vasagam), one Assistant Engineer (Mr. Bowden), one Chief Inspector (Mr. Booth), and ten Second Class Sub-Inspectors.

During the year Mr. W. Ferguson, Chief Inspector, Southern Province, served with the Ceylon Contingent in South Africa, and Mr. Meurling was transferred from the Northern Province to act for him.

Mr. Kanakasuriyam was appointed Chief Inspector, and Mr. Buttery and Mr. Winslow were promoted from First Class Sub-Inspectors to Inspectors.

The chief feature of the year was the separation of Irrigation from Public Works, and the establishment of the Irrigation Department, with Mr. H. T. S. Ward as Director, from May 15.

The staff employed immediately under the Director at that date on other than village works was as follows:—

The Irrigation Assistant, the Office Assistant, one chief clerk, and five clerks at head-quarters.
Seven Irrigation Engineers, one Inspector, nine Sub-Inspectors.

The total expenditure of the year was Rs. 504,024·81; the services for which it was appropriated, compared with the three previous years, were as follows :—

	1897. Rs. c.	1898. Rs. c.	1899. Rs. c.	1900. Rs. c.
Works in charge of the Director of Irrigation	98,274 3	100,613 15	125,249 52	199,417 62
Minor and village works ...	52,251 89	46,710 42	56,007 83	42,400 0
Total on works of construction and improvement	150,525 92	147,323 57	181,257 35	241,817 62
Repairs	19,963 79	29,424 83	12,034 62	12,324 16
Maintenance	62,940 72	63,802 47	69,881 58	74,556 16
Surveys	8,165 42	12,194 67	12,126 0	21,594 1
Establishment	51,187 19	65,693 7	90,153 81	132,093 35
Miscellaneous—tools, instruments, &c.	155 64	1,046 3	8,188 93	21,639 51
Total ...	292,938 68	319,484 64	373,642 29	504,024 81

Distribution of Expenditure.

	1897. Rs. c.	1898. Rs. c.	1899. Rs. c.	1900. Rs. c.
Northern Province	102,671 6	122,202 8	124,500 67	124,453 71
Southern Province	24,872 71	25,713 78	35,117 21	44,338 20
Eastern Province	25,105 96	33,093 87	21,221 61	54,910 20
Western Province	828 83	481 66	3,604 80	2,705 83
Central Province	9,086 43	5,929 38	6,782 1	5,186 45
North-Central Province ...	41,307 56	44,781 23	58,975 91	59,988 37
North-Western Province ...	39,381 28	36,856 44	41,326 66	43,115 72
Province of Uva	23,645 22	16,801 92	9,446 47	7,954 58
Province of Sabaragamuwa ...	9,079 46	7,343 57	8,451 70	7,638 89
Miscellaneous	155 64	1,046 3	8,188 93	21,639 51
Headquarters (salaries) ...	6,874 53	12,383 86	14,886 16	78,465 55
	283,008 68	306,633 82	332,502 13	450,397 1
Salary of the Director of Irrigation ...	—	—	—	7,548 39
Salaries of officers paid on Director of Public Works' Establishment	9,930 0	12,850 82	41,140 16	46,079 41
Total ...	292,938 68	319,484 64	373,642 29	504,024 81

Statement of Expenditure and Balance of Estimates.

	1897. Rs. c.	1898. Rs. c.	1899. Rs. c.	1900. Rs. c.
(1) Salary of Director of Irrigation ...	—	—	—	7,548 39
(2) Salaries included on Director of Public Works' Establishment	9,930 0	12,850 82	41,140 16	53,960 0
(3) Balances of estimates brought forward from previous years ...	188,896 12	238,021 14	206,090 54	122,808 52
(4) Estimates sanctioned on apportionment	350,733 31	294,539 41	322,762 59	472,403 65
Total ...	549,559 43	545,411 37	569,993 29	656,720 56
Amount expended during the year	292,938 68	319,484 64	373,642 29	504,024 81
Balance	256,620 75	225,926 73	196,351 0	152,695 75
Percentage of Total ...	46·7	41·2	34·4	33

No special vote of the Legislature was taken for any work during 1900.

The disparity, to which attention was drawn in the last report, between the amounts sanctioned and the actual expenditure is still observable. To the explanation of its cause, which was previously given, must now be added the want of labour which prevented satisfactory progress at some of the works.

Steps were taken during the year to remedy the deficiency of coolies, and an Engineer of Indian experience, Mr. O'Brien, visited the various cooly recruiting districts of South India, and eventually, early in 1901, brought over a first shipment of some 230 Telugu coolies, chiefly from the Cuddapah district, to the north-west of Madras, and near the borders of the Hyderabad State. Large numbers of coolies of this race from Dindigul and Trichinoply also came over on their own initiative to work at the Giant's tank, and it is hoped that one of the chief difficulties in connection with the labour supply, the discovery of suitable districts from which to obtain the men, has now been overcome. Other offers of men from the Bombay Presidency were received, but the conditions were not thought to be satisfactory.

The cost of establishment is 26·2 per cent. of the total expenditure. The ratio must always necessarily be high when a portion of the staff are employed to supervise works executed without payment by village labour, and especially it cannot avoid being high while many of the Irrigation Engineers are employed in making surveys and preparing designs for projects still to be taken in hand.

The expenditure on construction and improvement at the works in charge of the Director of Irrigation was as follows:—

Name of the Work.	1897. Rs. c.	1898. Rs. c.	1899. Rs. c.	1900. Rs. c.
Giant's tank ...	59,444 7	71,833 98	72,892 19	102,365 23
Kanukkeni tank ...	23,352 67	16,735 24	20,039 37	6,505 53
Deduru-oya works ...	6,165 31	5,066 26	7,922 94	15,263 9
Walawe-ganga channels ...	1,679 43	—	6,577 59	18,988 6
Minneri tank ...	466 19	356 69	14,912 25	19,595 91
Kantalay tank ...	—	15 0	763 3	42 59
Kirinde-oya scheme (Tissa works) ...	16 30	323 79	74 88	1,311 83
Kalawewa and Yoda-ela ...	1,134 29	87 71	—	1,223 95
Pattipolai-aru scheme ...	—	292 29	27 60	218 91
Sakamam tank ...	—	—	—	3,994 3
Nuwarawewa ...	3,860 68	3,989 80	1,011 44	401 6
Tissawewa ...	—	675 45	—	4 2
Basawakulam ...	—	—	240 41	179 16
Periyakulam, N. P. ...	—	2,499 81	—	—
Madawachchiya ...	—	—	—	—
Maha Illuppallama ...	3,212 95	3,101 50	9,553 99	10,225 95
Giritala tank ...	32 36	1,579 27	—	59 40
Topawewa ...	—	—	—	—
Vakaneri ...	—	—	—	15,483 36
Rugam anicuts ...	—	—	—	3,554 54
Rotawewa ...	—	—	—	—
Lahugala ...	—	—	—	—
Panama ...	—	—	—	—
Naula ...	—	—	—	—
Total ...	99,364 25	106,556 79	134,015 69	199,416 62

At the Giant's tank the work in the upper and more unhealthy part of the line of the works was completed, and as the men were moved down to the lower parts there was a general improvement in their health. A large labour force came over from South India for this work, and satisfactory progress became possible, so that before the end of the year the restoration of the Giant's tank itself was taken in hand.

By means of the alavakka, or supply channel, and headworks, water for the first time was sent down from the Aruvi-aru through the Giant's tank breaches during the north-east monsoon, enabling a large number of village tanks in the district to be filled up, and preventing what would most probably otherwise have been a serious loss of crops. There was no outbreak of cholera at the works during the year, but much fever prevailed during the earlier months.

At Kanukkeni tank a dearth of labour interfered with progress. A decision regarding the spill-water was arrived at during the year, after all investigations had indicated the difficulty in dealing with this question in a satisfactory manner without incurring disproportionate expense. In the end a design for a masonry overfall was adopted, though not by any means free from objection, considering the nature of the site.

At the Deduru-oya works better progress was made, but more miners who could withstand the unhealthy climate were needed.

At the Walawe-ganga channels the works of enlargement were carried forward, and the excavation of a deep branch channel to supply water to a tract of lands at Lunama, where an extreme want of water has always been felt during the dry seasons, also made considerable progress. A survey of an additional channel was undertaken to enable drainage water from the large Beminiyanwila swamp, which was flowing back into the river, to be utilized for irrigating a large tract of fields near Oluwila and Welipatanwila.

At Minneri tank somewhat better progress was made, but the work was still almost entirely confined to the masonry of the new valve tower of the northern low-level sluice. The year proved unhealthy, and few coolies could be induced to remain at the works, the rates of sickness of the previous year continuing to prevail while the water of the tank was run off.

At Tissa, Southern Province, the works of construction were a rebuilding of a portion of the spill-water, at which flood water had scoured out part of the decomposed rock on which it was founded.

At the Kalawewa Yoda-ela the expenditure on construction was confined to a charge in connection with proposed bridges over the spill-waters. Mr. Nunn continued to prepare the designs and estimates for improving the flow of the Yoda-ela and for proposed works at the Kalawewa sluices.

At Sakamam tank, Eastern Province, a beginning was made with the works for the enlargement of the scheme, but progress was greatly hampered by a scarcity of coolies as well as masons.

A small expenditure was incurred at Nuwarawewa, North-Central Province, for opening drains for the purpose of carrying off water that leaked under the embankment and saturated the ground near it.

At Basawakkulam, North-Central Province, some puddle was inserted at the sluice, where a small leak had existed for many years.

At Maha Iluppallama, North-Central Province, better progress was made with the works of restoration, but here also the labour supply is very defective, and the site an unhealthy one.

For Vakaneri, Eastern Province, the designs for the proposed works were completed, and the estimate amounting to Rs. 353,654·50 was sanctioned. This will provide for constructing a new reservoir, 1,073 acres in area and 15 feet deep, with one main irrigating channel and with a supply channel from the Madura-oya and an anicut there for diverting the water to the tank. The extent which is estimated to be irrigable is 13,000 acres.

The works of construction were begun by Mr. O'Brien, but were practically confined to preliminaries, such as the opening of a cart road 9 miles long to the site and the erection of buildings, &c. The local labour supply proved to be disappointing, as, although there is a sufficient

population within a reasonable distance of the works, the people are well-to-do and are occupied during a part of the year in cultivating the existing fields. Eventually Mr. O'Brien was sent to Southern India to seek a suitable recruiting district from which a better labour supply might be obtainable.

A beginning was made at the preliminary works in connection with the construction of three anicuts on the Muntinai-aru, or Maha-oya, below Rugama tank, Eastern Province, after the surveys and designs for the works were completed.

The Engineers who arrived from England during the year were engaged on the surveys of extensive schemes near the line of the Northern Railway and in the Eastern Province.

Mr. Morris, with two assistants, undertook the surveys for the construction of an important project at Unnichchai, 12 miles west of Batticaloa, for irrigating 19,000 acres, which include all the irrigable land lying nearest to that town. The scheme, which owes its inception to Mr. E. Elliott, includes the formation of a new reservoir of 2,920 acres, 23 feet deep, on a stream called the Mugunuwatawana-aru, with two main channels 10 miles and about 15 miles long.

Mr. Watts made the surveys for the anicuts to be built below Rugama tank, Eastern Province, and afterwards began the preliminary works there.

Mr. De Kretser was engaged during the year on fresh surveys for an important project for enlarging the Pattipolai-aru scheme, which already irrigates some 25,000 acres. It consists of the formation of a new reservoir at Kondavaddavan, with a supply channel and an anicut on the Moravil-aru for diverting water into it, a connecting channel to Amparai tank, which is separated by only a low ridge from the new reservoir, a slight enlargement of Amparai tank, and the restoration of a smaller one at Valattapatti, about 7 miles lower down the valley, also with a supply channel and anicut and main irrigating channel. The scheme will irrigate some 10,000 acres.

Mr. Balfour and Mr. Doxat were engaged on surveys for the restoration of a fine old reservoir called Nachiyaduwa on the Malwatta-oya, about 7 miles above Nuwarawewa, Northern-Central Province, and intended for irrigating a large extent of land near the Northern Railway, as well as for supplementing the water supply of works further north.

Mr. Gordon took the place of Mr. Eves in charge of the works at Minneri tank, North-Central Province.

Mr. Park, with two assistants, undertook the surveys for the restoration of Maha Galkadawala tank, near Madawachchiya, North-Central Province, as well as a survey of a smaller work, Sangalikanadarawa tank, which lies above it in the valley.

Mr. Chute began exploring the line for a proposed main channel from Maha Galkadawala tank to Pavatkulam, the next large reservoir to the north, not far from the Vavuniya railway station.

Mr. Berwick began the survey of a scheme for irrigating part of the Mi-oya valley, North-Western Province, between the Galgamuwa and Maho stations on the Northern Railway.

The work done by the Provincial Irrigation Boards in the various Provinces progressed on the usual lines, and was mostly confined to the restoration of the village tanks. In the North-Western Province the concentration of village tank staff in one district, the Wanni hatpattu, in which the tanks had been under repair for a long series of years, and, generally speaking, the work was approaching completion, enabled close supervision to be given to the work; and the villagers were induced to continue working in excess of the annual contribution of labour, with the satisfactory result that out of a total of 559 tanks in that district the work at 542 was completely done, including the trimming and turfing of the slopes and the gravelling of the tops of the embankments. Of course such a result could only be obtained where the works had made sufficient progress in previous years. In this case there is reason to suppose that want of adequate supervision in former years had enabled many proprietors to evade part of their annual task to such an extent that, had the full quantity of work been exacted annually, these tanks would have been completed at an earlier date.

The arrangements made by the Provincial Irrigation Board had the gratifying result that the total earthwork performed gratuitously on the village tanks of the North-Western Province amounted to about 223,000 cubes, worth an equal number of rupees.

A list of tanks restored or surveyed in the various Provinces is contained in Appendix D.

The usual tabulated statements of expenditure are given in Appendices E, F, and G.

Appendix H supplies a statement, to be repeated annually, of the expenditure on the maintenance of irrigation works under the Director of Irrigation.

H. PARKER,
for Director of Irrigation.

Colombo, February 1, 1902.

APPENDIX A.

MINUTES OF PROCEEDINGS

OF

THE CENTRAL IRRIGATION BOARD, 1900.

QUEEN'S HOUSE, COLOMBO, JANUARY 31, 1900.

Present:

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE ACTING DIRECTOR OF PUBLIC WORKS (MR. H. T. S. WARD).

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

THE HON. MR. G. M. FOWLER.

THE HON. MR. A. DE A. SENEVIRATNA, M.L.C.

Secretary, MR. J. J. THORBURN.

Assistant Secretary, MR. F. J. TOTHILL.

Mr. Parker, Irrigation Assistant, was also present.

THE Minutes of the Meeting of 22nd February, 1899, were read and confirmed.

Mr. Parker, Irrigation Assistant, detailed the progress made on the Irrigation Works now in hand.

The Director of Public Works consented to lend Mr. N. M. Walker, District Engineer, Vavuniya, to take over charge of the Giant's tank restoration. Mr. Walker to be seconded for this duty, and to spend one month out of four on recess work in Colombo.

It was agreed to reconsider the question of requiring a survey before sanction of the further estimate recently submitted to the Board in respect of the Walawe-ganga works.

It was decided to address the Government with a view to appointments in the Public Works Department and under the Irrigation Board being made interchangeable, and to request the Director of Public Works to furnish the Central Irrigation Board with a monthly report on the progress made by Mr. Presudi, the officer in charge of the channel to Allai.

The Board discussed the question of importing from India labour to be employed on Irrigation Works, and decided that any decision on the Irrigation Assistant's memorandum on the subject must await the report of Mr. Wilkinson, to whom it had been referred. The Irrigation Assistant was also instructed to communicate with Mr. Wilkinson as to the possibility of recruiting in India for the Pioneer Force.

His Excellency the President made certain suggestions as to the organization of the Irrigation Department and its possible entire separation from, or amalgamation with, the Public Works Department, as it increased with the development of the large schemes now under consideration, and the Secretary was instructed to circulate these suggestions formally among members of the Board for their opinion.

The memorandum for the guidance of Irrigation Guardians was amended on a few points, and it was decided to take the opinion of the coming Conference of Government Agents as to the desirability of transferring from Provincial Irrigation Boards to officers in charge of works the right of appointing and dismissing Guardians employed on such works.

J. J. THORBURN,
Secretary.

QUEEN'S HOUSE, COLOMBO, FEBRUARY 21, 1900.

Present:

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

MR. A. DE A. SENEVIRATNA.

MR. P. COOMARASWAMY.

Secretary, MR. J. J. THORBURN.

Assistant Secretary, MR. F. J. TOTHILL.

Mr. Parker, Irrigation Assistant, was also present.

THE Minutes of the Meeting of 31st January, 1900, were read and confirmed.

The Board discussed at length His Excellency the Governor's memorandum on an independent Irrigation Department and unanimously approved of the proposal to establish an independent Irrigation Department.

Mr. Parker explained the irrigation system between Kurunegala and Anuradhapura, showing the position of the various irrigation works relatively to the trace of the Northern Railway Extension.

J. J. THORBURN,
Secretary.

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

THE DIRECTOR OF PUBLIC WORKS (MR. H. T. S. WARD, *Acting*; THE HON. MR. F. A. COOPER).

THE HON. MR. A. DE A. SENEVIRATNA, M.L.C.

MR. P. COOMARASWAMY.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

Secretary { MR. H. WHITE, / MR. J. J. THORBURN, } *Acting.*

Ref. No. *Assistant Secretary*, MR. F. J. TOTHILL.

THE Papers dealt with by circulation among the Members between the **1st January** and **31st March, 1900**, are recorded as follows :—

GENERAL.

495 99 **Diary of Mr. Parker.** Stills for distilling Water.—Letter dated 16th October, 1899, from the Director of Public Works, forwarding Mr. Parker's diary for September, 1899. Attention is drawn to the entry of the 26th, where reference is made to sickness among coolies at Minneri, due probably to drinking bad water. It is suggested that the topographical surveyors use a simple form of still and distil the drinking water for themselves and their coolies. After inquiry from the Surveyor-General's Office, approved the use of the still introduced by Mr. Halliley at such places as Giant's tank, Minneri, &c., the cost being charged to the estimates.

143 **Diaries of Mr. Parker.**—Letter dated 1st March, from the Director of Public Works, forwarding Mr. Parker's diaries for November–December, 1899, and January, 1900.

145 **Diaries of Mr. Parker.**—Letter dated 2nd March, from the Director of Public Works, forwarding Mr. Parker's diary for February.

508 **Security.**—Letter dated the 20th October, 1899, from the Director of Public Works, suggesting that all members of the regular irrigation staff who receive a salary of Rs. 1,000 or more should be required to give the same security as officers in the Public Works Department in similar positions, in case they do not already give it.

Issued circular (No. 8 of 30th November, 1899) to the Provincial Boards inquiring whether there is any objection to the proposal. Replies received from the Provincial Irrigation Boards.

The matter is allowed to stand over for the present.

92 **Minutes of Proceedings of Meeting of Central Irrigation Board** held on 31st January, 1900.

126 **Minutes of Proceedings of Meeting of Central Irrigation Board** held on 21st February, 1900.

538 99 **Apportionment of Irrigation Fund for 1900.**—Replies from Provincial Irrigation Boards to circular letter No. 7 of 8th November, 1899, calling for a statement of irrigation works proposed to be undertaken in 1900.

The following sums were apportioned for expenditure on new works during 1900 :—

	Rs.
Northern Province	130,000
Southern Province	58,000
Eastern Province	200,000
Western Province	1,000
Central Province	5,000
North-Central Province	110,000
North-Western Province	42,000
Province of Uva	30,000
Province of Sabaragamuwa	11,600
Special apportionment	4,500
Instruments	6,250
Miscellaneous	300
Total ...	598,650

539 **Salaries and Allowances Vote, 1900** (Rs. 70,000).—The following schedule of salaries and allowances chargeable against this vote for 1900 is sanctioned, and estimates passed accordingly :—

Office or Present Duty.	Name of Present Holder.	Salary.	Allowance.
	HEADQUARTERS.	Rs. c.	Rs. c.
Irrigation Assistant ...	... H. Parker	—[1] ...	—
Chief Clerk, Central Irrigation Board	... G. F. Johnpulle ...	300 0[2] ...	—
Second Clerk, do.	... J. N. Saverimuttu ...	400 0 ...	—
Extra Clerk, do.	... M. Aboobaker ...	360 0 ...	—
Do. do.	... — ...	360 0[3] ...	—
Clerk to Irrigation Assistant ...	... F. M. Tambayah ...	500 0 ...	—
Do. do. ...	... M. J. Buultjens ...	360 0 ...	—
Draughtsman do. ...	... J. Perera	720 0 ...	—
Messenger do. ...	... B. H. Junkeer ...	150 0 ...	—
Office boy to Irrigation Assistant	... — ...	90 0 ...	—
	NORTHERN PROVINCE.		
Irrigation Inspector ...	... E. R. MacDonnell ...	—[4] ...	1,200 0
Sub-Inspector, Mullaittivu ...	... A. Nagamuttu ...	720 0 ...	240 0
Do. Vavuniya ...	... A. Rajakariar ...	720 0 ...	240 0
Three messengers ...	... — ...	360 0 ...	—
Sub-Inspector, Musali ...	... V. Vraspillai ...	1,000 0 ...	—
Do. Mantai ...	... E. J. Meurling ...	1,000 0 ...	360 0
One messenger ...	... — ...	120 0 ...	—
Irrigation Engineer, Giant's Tank	... — ...	—[4] ...	600 0
Inspector, Giant's Tank ...	... S. Ramalingam ...	—[4] ...	300 0
District Engineer, Kanukkeni ...	... Horse allowance ...	— ...	420 0
	SOUTHERN PROVINCE.		
Irrigation Engineer, Walawe ...	... E. W. Cade ...	—[4] ...	600 0
Sub-Inspector, Walawe ...	... A. C. Rodrigo ...	1,000 0 ...	360 0
Irrigation Engineer, Tissa ...	... — ...	— ...	600 0
Sub-Inspector, Tissa ...	... — ...	720 0[3] ...	240 0
Irrigation Inspector, Hambantota	... W. Ferguson ...	—[4] ...	1,200 0
Messenger	... — ...	120 0 ...	—
	EASTERN PROVINCE.		
Irrigation Engineer, Sakamam ...	... S. H. Bower ...	—[1] ...	1,020 0
Do. Vakaneri ...	... G. J. O'Brien ...	—[4] ...	600 0
Sub-Inspector, Allai ...	... A. Presudi ...	1,200 0 ...	360 0
Do. Trincomalee ...	... — ...	1,000 0 ...	360 0
Do. Batticaloa ...	... H. N. de Hoedt ...	1,000 0 ...	360 0
Three new Irrigation Engineers ...	... — ...	—[4] ...	1,800 0[3]
One Chief Inspector, Eastern Province	... F. Booth	—[4] ...	1,200 0[3]
One Inspector	... A. C. Buttery ...	1,500 0[3] ...	480 0
Three Sub-Inspectors ...	... — ...	2,160 0[3] ...	720 0
One Sub-Inspector, Vakaneri ...	... — ...	720 0[3] ...	240 0
One Clerk, Provincial Irrigation Board	... — ...	360 0[3] ...	—
Two messengers	... — ...	240 0[3] ...	—
	WESTERN PROVINCE.		
	Nil.		
	CENTRAL PROVINCE.		
Sub-Inspector, Matale ...	... V. Thalayasingham ...	720 0 ...	240 0
Do. Nuwara Eliya ...	... J. Caspersz ...	1,000 0 ...	360 0
Payment to Headmen, Uda Hewaheta, Walapane, and Kotmale	... — ...	— ...	200 0[6]
Batta to Presidents ...	... — ...	— ...	100 0[6]
	NORTH-CENTRAL PROVINCE.		
Irrigation Inspector ...	... C. Kanakasuriyam ...	—[5] ...	960 0
Inspector, Ipolagama ...	... — ...	1,000 0 ...	480 0
Sub-Inspector	... M. J. Winslow ...	1,000 0 ...	360 0
Do.	... J. F. Ratnayaka ...	1,000 0 ...	360 0
Do.	... P. J. Siriwardene ...	720 0 ...	240 0
Do.	... William Keil ...	720 0 ...	240 0
Two messengers	... — ...	240 0 ...	—
Irrigation Clerk to Provincial Engineer	... D. Patrick ...	420 0 ...	—
Twenty Wewa Lekamas ...	... — ...	1,000 0 ...	—
Irrigation Engineer, Kalawewa ...	... J. W. Nunn ...	—[4] ...	600 0
Do. Minneri ...	... E. G. Eves ...	—[4] ...	600 0
Sub-Inspector, Kalawewa ...	... R. Gunaratnam ...	720 0 ...	240 0
Do. Minneri ...	... R. H. M. Morgan ...	720 0 ...	240 0
District Engineer, Anuradhapura	... — ...	— ...	600 0
	Carried over ...	26,440 0	19,320 0

[1] Salary Rs. 9,500 provided in Public Works Department Establishment. Draws travelling allowance.
[2] Salary Rs. 1,600 provided in Public Works Department Establishment.
[3] New appointment not yet filled.
[4] Salary provided in Public Works Department Establishment.
[5] Includes Rs. 420 horse allowance.
[6] The Irrigation Assistant suggests inquiry as to the necessity for the inclusion of these items every year.

Ref. No.	Office or Present Duty.	Name of Present Holder.	Salary. Rs. c.	Allowance. Rs. c.
		Brought forward ...	26,440 0	19,320 0
		NORTH-WESTERN PROVINCE.		
	Irrigation Inspector ...	... A. S. Goonewardene ...	—[4] ...	960 0
	Inspector, Wanni hatpattu ...	... G. H. Hawkins ...	1,500 0 ...	720 0
	Sub-Inspector, Chilaw District ...	... D. M. Jayasundera ...	1,000 0 ...	360 0
	Do. Wanni hatpattu ...	... S. A. Weeraperuma ...	1,000 0 ...	360 0
	Do. do. ...	... G. W. Selvadurai ...	1,000 0 ...	360 0
	Do. do. ...	... — ...	720 0 ...	240 0
	Do. do. ...	... S. Cartigesu ...	720 0 ...	240 0
	Do. Demala hatpattu ...	... N. Outschoorn ...	720 0 ...	240 0
	Clerk to Irrigation Inspector ...	... C. Muttucumaru ...	480 0 ...	—
	One messenger ...	... — ...	120 0 ...	—
	House allowance, Chilaw District	... — ...	— ...	72 0
	Ten Tank Overseers or Katti Kanganies at Rs. 120 each	... — ...	1,200 0 ...	—
		PROVINCE OF UVA.		
	First Class Sub-Inspector ...	... C. H. Eyhianghertz ...	1,000 0 ...	500 0
	Second Class Inspector ...	... — ...	720 0[1] ...	240 0
	District Engineer, Koslanda ...	... — ...	— ...	420 0
		PROVINCE OF SABARAGAMUWA.		
	Sub-Inspector	... S. Dabre ...	720 0 ...	360 0[4]
		MISCELLANEOUS.		
	Travelling allowance of Irrigation Officers	... —, ...	— ...	5,000 0
		Grand Total ...	37,340 0	29,392 0

540 99 **Vote for Maintenance, 1900** (Rs. 67,000).—Statements submitted by Provincial Boards and the Director of Public Works of amounts which will be required during 1900 for the maintenance of irrigation works.

The Provincial Boards are authorized to submit detailed estimates providing for the maintenance of the irrigation works shown in the following list for the amounts given, the excess being met from the balances of past years :—

Name of Work.	District.	Rs. c.
NORTHERN PROVINCE.		
Kanakarayankulam	Vavuniya ...	200 0
Iratperiyakulam	do. ...	250 0
Vavuniya	do. ...	200 0
Mamadu	do. ...	300 0
Mandukkoddai Tank	do. ...	200 0
Vengalachcheddikulam	do. ...	200 0
Periyakulam	Mullaittivu ...	200 0
Maha Rambaikkulam	Vavuniya ...	250 0
Periya Olukkulam	do. ...	300 0
Kanukkeni Tank	Mullaittivu ...	600 0
Sluiced Village Tanks	Northern Province ...	500 0
Giant's Tank	do. ...	750 0
SOUTHERN PROVINCE.		
Waggalmodara and Timbirimodara Flood-outlet	Galle ...	413 0
Dedduwe Channel	do. ...	969 0
Gangaboda Pattu System.		
Hali-ela and 3 miles of Channel	Galle ...	3,860 0
Urapola Anicut and Channel	do. ...	
Sapugoda and Head Sluices	do. ...	
Elawa Anicut and Channels, 2½ miles	do. ...	
Homeragoda Channel	do. ...	
Pettera Anicut and Channel	do. ...	
Dandeniya Tank and Channel	do. ...	850 0
Denegama-Weangwewa	do. ...	781 0
Kekanadura Tank and Channel	do. ...	1,000 0
Urubokka Dam	do. ...	850 0
Udukiriwila Tank and Channels	Hambantota ...	1,440 0
Kirama System.		
Kirama Tank	Galle ...	—
Elpitiya Anicut and Arachchi Amuna	do. ...	1,260 0
Kirindi-oya Scheme (Tissa)	Hambantota ...	2,550 0
Walawe-ganga Works	do. ...	4,620 0
EASTERN PROVINCE.		
Hakgalawewa	Batticaloa ...	33 0
Maha-oya Tank	do. ...	114 0
Pullumalai Tank	do. ...	120 0
Rugama Tank	do. ...	1,000 0
Kadukkamunai Tank	do. ...	339 0
Manalpiddi-aru Anicut	do. ...	382 0
Pulukunavi Tank	do. ...	451 0
Divulana Tank	do. ...	793 0
Tumpankeni Tank	do. ...	326 0
	Carried over ...	26,101 0

[1] Salary provided in Public Works Department Establishment.

[2] A sum of Rs. 5,000 was sanctioned by the Central Irrigation Board during 1899 for payment of Vel-vidanes. This amount has not been included in the statement of salaries and allowances sent by the Provincial Irrigation Board for 1900.

[3] New appointment not yet filled.

[4] See Provincial Irrigation Board letter No. 55 of December 8, 1889, authorized.

Name of Work.	District	Rs.	c.
	Brought forward ...	26,101	0
Chadayantalavai Tank	Kalmunai ...	630	0
Viragoda Tank	do. ...	270	0
Naulla Tank	do. ...	400	0
Panama Tank	do. ...	400	0
Rotawewa Tank	do. ...	550	0
Lahugalla Tank	do. ...	410	0
Ilakkantai Tank	Trincomalee ...	170	0
Allai Tank	do. ...	950	0
Peruveli Tank	do. ...	200	0
Andankulam	do. ...	470	0
Periyakulam	do. ...	560	0
Pattipolai-aru Scheme (Amparai, Irakkamam, and Anicuts) ...	Kalmunai ...	3,535	0
Sakamam works	do. ...	1,345	0
Kanthalai	Trincomalee ...	1,050	0
WESTERN PROVINCE.			
Polgaha Tank	Negombo ...	50	0
Kadurugaha Tank	do. ...	50	0
Do.	do. ...	—	
Dikmaga Ihala Tank	do. ...	50	0
Dikmaga Pahala Tank	do. ...	50	0
Attidiya Sluice	Colombo ...	45	0
Nikatu-ela Sluice	Kalutara ...	136	0
CENTRAL PROVINCE.			
Ma-ela	Kandy ...	400	0
Waduwan-ela	do. ...	200	0
Bodi-ela	do. ...	400	0
Lamasuriyagama-ela and Guardian's Bungalow	do. ...	300	0
Barrack Plain Reservoir	Nuwara Eliya ...	25	0
Karawilahena Tank	Matale ...	50	0
Nadeniya Amuna	do. ...	20	0
Elahera Head Sluice	do. ...	25	0
Village Tank Sluice	do. ...	250	0
Village labour supervision	do. ...	375	0
Bowatenna Channel	do. ...	120	0
Wiraghapellessa	do. ...	10	0
Dambulla Tank	do. ...	10	0
Eraulla Tank	do. ...	35	0
Nicol-oya Upper Ela	do. ...	25	0
Kurukulayage Amuna	do. ...	50	0
Pelvehera Tank	do. ...	200	0
NORTH-CENTRAL PROVINCE.			
Kalawewa Yodi-ela	Anuradhapura and Maradankadawela ...	7,000	0
Kalawewa Tank and Channels	Maradankadawela ...	2,000	0
Balaluwewa Tank and Channels	do. ...	200	0
Tissawewa Irrigation Works	Anuradhapura ...	2,530	0
Bassawakkulam Irrigation Works	do. ...	1,750	0
Nuwarawewa Irrigation Works	do. ...	2,365	0
Channels under Nuwarawewa	do. ...	825	0
Nuwarawewa Yoda-ela	do. ...	325	0
Minneri	Tamankaduwa ...	600	0
Maha Madawachchiya	Anuradhapura ...	180	0
Talawe-ela Anicut	do. ...	200	0
Village Tanks	Three Districts ...	2,411	0
NORTH-WESTERN PROVINCE.			
Kurunegala Tank Sluice and Channel	Kurunegala ...	460	0
Wenoruwewa Tank	do. ...	450	0
Magalwewa Tank	do. ...	486	0
Bu-ela Anicut	do. ...	270	0
Kospotu-oya Anicut	do. ...	80	0
Meddeketiya Tank	do. ...	300	0
Mediyawe Tank	do. ...	528	0
Galgomuwa Tank	do. ...	330	0
Paragoda Anicut	do. ...	35	0
Maha Uswewa Tank	Puttalam ...	660	0
Tinipitiya Tank	Chilaw ...	470	0
Sluiced Village Tank	do. ...	1,000	0
Six Irrigation Bungalows	— ...	960	0
Deduru-oya Channels	Kurunegala ...	4,775	51
PROVINCE OF UVA.			
Horaborawewa and Kudawewa Tank	— ...	520	0
Sudupanawila Anicut, pay of Guardian	— ...	60	0
Hambegamuwa Tank, pay of Guardian	— ...	120	0
Gal-oya, pay of cooly	— ...	—	
Okkampitiya-Yodi-ela Kumbukkan-oya Works	— ...	1,988	0
Alut-ela, for necessary repairs	— ...	—	
Taldena-ela, urgent repairs	— ...	—	
Kendala-ela, urgent repairs	— ...	—	
Gal-oya Anicut, pay of cooly	— ...	120	0
	Carried over ...	73,915	51

Ref. No.	Name of Work.		Rs. c.
	PROVINCE OF SABARAGAMUWA.	Brought forward ...	73,915 51
	Kolonna Korale Irrigation Works	— ...	2,000 0
	Battugedara Irrigation Works	— ...	650 0
	Openake Aqueduct	— ...	20 0
	Kinchigune Anicut	— ...	180 0
	Mulgama Tank	— ...	50 0
	Malwatta Irrigation Works	— ...	165 0
	Uggalkaltota Irrigation Works	— ...	500 0
	Rajawaka Bungalow	— ...	120 0
	Tunkame Bungalow	— ...	120 0
	Kaltota Bungalow	— ...	120 0
	Panamure Bungalow	— ...	120 0
	Rakwana-ganga Irrigation Works	— ...	500 0
		Total ...	78,460 51

NORTHERN PROVINCE.

32 **Giant's Tank Works.**—Letter dated 18th January, 1900, from the Director of Public Works, stating that until some other arrangements be made he proposes to leave Mr. S. Ramalingam, who was Mr. Blechingberg's Assistant, in temporary charge of the works at the Giant's tank.

Approved of the arrangements as a temporary measure.

91 **Kanukkeni Tank.**—Letter dated 7th February, from the Director of Public Works, stating that owing to the additional cost of part of the works at the tank, and especially owing to the enlargement of the spill water which floods have shown to be necessary, and which it is impossible to avoid, the amount of the original estimate will be exceeded by a considerable amount. The Provincial Engineer is preparing a revised estimate, but he states that another visit to the tank will be necessary before he can submit it. In the meantime the amount of the original estimate is expended, and in order to enable the work to proceed requests an advance of Rs. 2,000 may be authorized pending the sanction of the new estimate.

Advance of Rs. 2,000 sanctioned on the distinct understanding that no further advance will, under any circumstances, be made until full estimates have been submitted and the necessity for them explained. Inquiry is made how it was that the existence of the old spill was not originally traced and a new one suggested. If the new one would be less expensive and answer its purpose, why was the renovation of the old one—that will exceed the original estimate by a considerable amount—thought of? The unsatisfactory nature of the foundation of the new one should have been carefully and fully considered before the original estimate was submitted. The over-expenditure is stated to be due to the enlargement of the spill, but there is nothing to show that the enlargement was sanctioned by the Central Irrigation Board, and explanation is asked for on these points.

116 **Exemption from Payment of Rate in Perpetuity.**—Letter dated 9th February, from the President, stating that the owner of lot No. 4,594 under Mamadu tank has applied to the Assistant Government Agent, Mullaittivu, for exemption from payment of rate in perpetuity on the ground that the land is not irrigable. One-third of the land is reported to be irrigable. The rate due on the whole lot is Re. 1·62 per annum, and the owner has not paid up for the years from 1896 to 1899 (Rs. 6·48). Requests authority to reduce the annual rate to 54 cents and to strike off Rs. 4·32, *i.e.*, two-thirds of arrears due up to 1899.

Recommended to Government exemption from payment of the rate in perpetuity due on two-thirds of lot No. 4,594 under Mamadu tank which proves to be unirrigable, thus reducing the rate payable to 54 cents due on the balance one-third; also the remission of Rs. 4·32 payable on the unirrigable portion for the years 1896, 1897, 1898, and 1899.

117 **Exemption from Payment of Rate.**—Letter dated 9th February, from the President, reporting that the owner of lot No. 5,462 under Kanakarayankulam refuses to pay irrigation rate, as the whole of the lot is not irrigable. According to a recent survey, 3A. 1R. 20P. was found to be unirrigable, rate on which amounts to Rs. 3·37. Requests authority that the owner be exempted from paying the sum so long as this extent of 3A. 1R. 20P. remains unirrigable.

Recommended to Government exemption from payment of the annual irrigation rate of Rs. 3·37 as long as the extent of 3A. 1R. 20P. out of lot 5,462 remains unirrigable.

Authorized by Government, and President informed accordingly.

EASTERN PROVINCE.

593/99 **Recoveries of the Cost of Irrigation Works.**—Minute dated 5th December, 1899, by the Irrigation Assistant, reporting that recoveries of the cost of irrigation works in the Eastern Province have been very irregular. In most cases, after the original work was carried out additional expenditure has been incurred in improvements, and also in many cases the original work costs more than the estimated amount. The President states that recoveries of the cost of irrigation works in the past have been made on the initial expenditure only. As regards recovery of additional expenditure, it appears the Public Works Department, in whose charge the works were placed, framed estimates and carried out repairs without first having the question of repayment settled, or calling upon the Government Agent to recover the amount. He does not think it will be any hardship on future purchasers of land to pay the higher rate on both initial and additional expenditure, and that a condition could be inserted in the sale notice to that effect.

President informed that recoveries on account of the cost of irrigation works should be made on the basis of the estimate submitted to those interested. The villagers cannot, in the event of the estimate being exceeded, be called upon to pay more than the amount which they agreed to pay except by consent, nor can they be expected to bind themselves to pay an unknown sum.

621 **Maintenance of Pattiapolai-aru Scheme** (Amparai Irakkamam Works).—Letter dated 13th December, 1899, from the Director of Public Works, submitting an extract from the diary of the Irrigation Assistant of July 24 regarding the appointment of a Guardian of a higher class than at present in charge of the very important Pattipolai-aru scheme, and recommending the appointment of a Guardian at Rs. 600 in place of the present salary of Rs. 360 per annum.

Authorized appointment of Guardian at Rs. 600 per annum.

461 **Appointment of Chief Inspector, Eastern Province.**—Letter dated 23rd December, 1899, from the Surveyor-General, reporting that Mr. Booth is prepared to accept the appointment of Chief Inspector, Eastern Province, on a salary of Rs. 3,000 and allowance of Rs. 1,200 per annum, on the understanding that his privileges in connection with pension and leave are not affected thereby.

The Colonial Secretary informed that the Central Irrigation Board has approved the appointment of Mr. Booth, 2nd Grade Surveyor, as Chief Irrigation Inspector, Eastern Province, on a salary of Rs. 3,000 and allowance of Rs. 1,200 per annum, and recommended that he may be transferred from the Survey Department to the Irrigation Department, on the understanding that his privileges in respect of pension and leave are not prejudicially affected thereby.

Letter from the Colonial Secretary, dated 21st February, stating that His Excellency the Governor has been pleased to order that Mr. Booth, 2nd Grade Surveyor, be seconded for service as Chief Irrigation Inspector, Eastern Province, on a salary Rs. 3,000 per annum and allowance of Rs. 1,200 per annum, in order that his pension and privileges for service in the Survey Department may not be affected by his being transferred to the Irrigation Department, and that the necessary notification will be duly published in the *Gazette*.

The President, Provincial Irrigation Board, Eastern Province, the Surveyor-General, and the Director of Public Works informed accordingly.

Mr. Booth's appointment to take effect from the 1st February, 1900.

11 **Proceedings of Provincial Irrigation Board.**—Letter dated 5th January, 1900, from the President, transmitting Minutes of Meeting held on 22nd December, 1899.

94 **Proceedings of Provincial Irrigation Board.**—Letter dated 12th February, 1900, from the President, transmitting Minutes of Meeting held on the 7th February, 1900.

23 **Tanks, Trincomalee District.**—Letter dated 10th January, 1900, from the President, stating that the Assistant Government Agent reports that all the larger tanks—Kantalai, Allai, Andankulam, and Periyakulam—are full to the spill ; one or two of the village tanks which he has just visited are also overflowing.

24 **Proceedings of Provincial Board.**—Letter dated 10th January, from the President, transmitting Minutes of Meeting held on 4th January, 1900.

It is observed that the Provincial Irrigation Board apparently know nothing whatever about the work of the Sub-Inspector, Trincomalee, and explanation requested from the President.

The President states that the Sub-Inspector's work principally consisted of supervision of repairs to village tank bunds by villagers, reports of which he furnished periodically to the Board through the Assistant Government Agent. The Provincial Engineer called for details of work in regard to levels and surveys, with a view of testing their accuracy.

3 **Messengers for the Inspectors.**—Minute dated 22nd December, 1899, from the Irrigation Assistant, stating that consequent on the appointment of a Chief Inspector and an Inspector for the Eastern Province, it will be necessary to approve the employment of two messengers for them at a salary of Rs. 10 per mensem, and that he has provisionally inserted their salary in the list of salaries and allowances for 1900.

Approved, and President informed accordingly.

31 **Vakaneri Works.**—Letter dated 18th January, 1909, from the Director of Public Works, requesting, in anticipation of the sanction of an estimate for the works, authority to proceed with the collection of materials for building a permanent irrigation bungalow at Vakaneri tank of the type approved by the Central Irrigation Board.

Authorized.

CENTRAL PROVINCE.

90 **Proceedings of Provincial Board.**—Letter dated 8th February, 1900, from the President, transmitting Minutes of Meeting held on 5th February.

NORTH-CENTRAL PROVINCE.

603/99 **Application for Increase of Salary.**—Letter from the President, dated 11th December, 1899, forwarding an application from Mr. D. Patrick, the Irrigation Clerk, to the Provincial Engineer, and recommending that his salary be increased to Rs. 500 per annum, as the statement made by Mr. Patrick as regards the price of articles is quite true.

President informed that the Central Irrigation Board is unable to grant Mr. Patrick's application for an increase of salary.

610 **House Rent.**—Letter dated 13th December, 1899, from the President, requesting authority to allow Mr. Kanakasuriyam, Inspector of Village Tanks, North-Central Province, a sum of Rs. 15 as house rent, in order that he should make Anuradhapura his headquarters and not live at Kirigollewa in a corner of the Province. Since he took over entire control great inconvenience has been experienced by his being so far away from Anuradhapura.

President informed that the Inspector should receive the same treatment as other Government officers and live in Anuradhapura, if it is the most convenient place for him to live in. He should receive no house allowance.

NORTH-WESTERN PROVINCE.

15 **Extra Clerk.**—Letter dated the 6th January, 1900, from the President, requesting authority to employ an extra clerk for three months on a salary of Rs. 20 per month to write out new lists of lands benefited by tanks paying rate for 1900.

Authorized.

56 **Deduru-oya Channel Works.**—Letter dated 22nd January, from the Director of Public Works, submitting an amendment on estimate No. 1 of 1899 for upkeep of the Deduru-oya channel works.

Amendment sanctioned.

146 **Maintenance of Irrigation Bungalows.**—Letter dated 1st March, from the President, submitting explanation of the Irrigation Inspector in respect of the increased cost in the upkeep of six irrigation bungalows in the North-Western Province.

Increase sanctioned in view of the explanation afforded.

Ref. No.

PROVINCE OF UVA.

122 **Panwewa Tank.**—Letter dated 20th February, 1900, from the President, submitting an estimate of Rs. 8,800 for the restoration of Panwewa tank, Bandarawela.

President informed that the Central Board are of opinion that from an irrigation point of view the work does not appear to be required, and cannot be met out of irrigation funds.

ESTIMATES.

The following Estimates submitted by the Provincial Irrigation Boards have received the sanction of the Central Irrigation Board :—

		Amount.			Remarks.
	Northern Province.	Rs.	c.		
63	**Maintenance :—**				
	(1) Giant's tank works	750	0	...	Maintenance, 1900
	(2) Kanukkeni tank	600	0	...	
64	(3) Kanakarayankulam	200	0	...	
	(4) Iratperiyakulam	250	0	...	
	(5) Vavuniya	200	0	...	
	(6) Mamadu	300	0	...	
	(7) Mandukkoddai tank	200	0	...	
	(8) Vengalachcheddikulam	200	0	...	
	(9) Periyakulam	200	0	...	
	(10) Maha Rambaikkulam	250	0	...	
	(11) Periya Olukkulam	300	0	...	
	Southern Province.				
607 / **99**	**Udukiriwila channel,** for constructing four distributing sluices along the Udukiriwila channel ...	270	0	...	Apportionment, 1900
533 / **99**	**Walawe-ganga scheme,** channel to Lunama, for opening a subsidiary channel towards Lunama ...	4,521	35	...	do.
63	**For maintenance :—**				
	(1) Walawe-ganga works	4,620	0	...	Maintenance, 1900
	(2) Tissa works	2,550	0	...	
71	(3) Waggalmodara flood outlet	413	0	...	
	(4) Dedduwe irrigation works	969	0	...	
	(5) Gangaboda pattu works	3,860	0	...	
	(6) Dandeniya works	850	0	...	
	(7) Denegama and Weangwewa works ...	781	0	...	
	(8) Kekanadura works	1,000	0	...	
	(9) Urubokka works	850	0	...	
	(10) Udukiriwila works	1,440	0	...	
	(11) Kirama works	1,260	0	...	
	Eastern Province.				
12	**Repairs to kalingulas,** for the repair of old kalingulas in Karavaku pattu, Kalmunai district ...	287	0	...	Apportionment, 1900
546 / **99**	**Tumpankeni tank,** for compensation to be paid to the purchasers of lands under Tumpankeni tank ...	127	48	...	do.
55	**Unnichchai tank,** for completing surveys and levels...	1,560	0	...	Survey vote, 1900
80	**Vakaneri irrigation scheme,** for completing the surveys at the proposed Vakaneri tank ...	250	0	...	do.
107	For fixing iron bar locks to certain kalingulas in Karavaku pattu	262	0	...	Apportionment, 1900
14	**Furniture,** for the purchase of furniture for the use of the Provincial Irrigation Board	45	50	...	do.
63a	**Maintenance :—**				
	(1) Pattiapola-aru scheme	3,535	0	...	Maintenance vote, 1900
	(2) Sakamam works	1,345	0	...	
	(3) Kanthalai tank	1,050	0	...	
59	(4) Hakgalawewa	33	0	...	
	(5) Maha-oya tank	114	0	...	
	(6) Pullumalai tank	120	0	...	
	(7) Rugama tank	1,000	0	...	
	(8) Kadukkamunai tank	339	0	...	
	(9) Manalpiddi-aru anicut	382	0	...	
	(10) Pulukunavi tank	451	0	...	
	(11) Divulanai tank	793	0	...	
	(12) Tumpankeni tank	326	0	...	
	(13) Chadayantalavai tank	630	0	...	
	(14) Viragoda tank	270	0	...	
	(15) Naulla tank	400	0	...	
	(16) Panama tank	400	0	...	
	(17) Rotawewa tank	550	0	...	
	(18) Lahugalla tank	410	0	...	
	(19) Ilakkantai tank	170	0	...	
	(20) Allai tank	950	0	...	
	(21) Peruveli tank	200	0	...	
	(22) Andankulam tank	470	0	...	
	(23) Periyakulam	560	0	...	
	Western Province.				
575 / **99**	**Nikatu-ela sluice,** for tarring	33	0	...	Apportionment, 1900
65	**Maintenance :—**				
	(1) Polgaha tank	50	0	...	Maintenance vote, 1900
	(2) Kadurugaha tank	50	0	...	
	(3) Dikmaga Ihala tank	50	0	...	
	(4) Dikmaga Pahala tank	50	0	...	
	(5) Attidiya sluice	45	0	...	
	(6) Nikatu-ela sluice	136	0	...	

Ref. No.		Amount. Rs.	c.		Remarks.
	Central Province.				
68	**Maintenance :—**				
	(1) Ma-ela	400	0	...	Maintenance, 1900
	(2) Waduwan-ela	200	0	...	
	(3) Bodi-ela	400	0	...	
	(4) Lamasuriyagama-ela and Guardian's bungalow ...	300	0	...	
	(5) Barrack plain reservoir, Nuwara Eliya ...	25	0	...	
	(6) Karawilahena tank, Matale	50	0	...	
	(7) Nadeniya amuna	20	0	...	
	(8) Elahera head sluice	25	0	...	
	(9) Village tank sluices	250	0	...	
	(10) Village labour supervision	375	0	...	
	(11) Bowetenna channel	120	0	...	
	(12) Wiragahapelessawewa	10	0	...	
	(13) Dambulla tank	10	0	...	
	(14) Eraulla tank	35	0	..	
	(15) Nicol-oya upper ela	25	0	...	
	(16) Kurukulayage amuna	50	0	...	
	(17) Pelvehera tank	200	0	...	
	North-Central Province.				
63	**For maintenance :—**				
	Minneri tank	300	0	...	Maintenance, 1900
	Kalawewa scheme	9,200	0	...	
	Tissawewa works	2,530	0	...	
	Bassawakkulam works	1,750	0	...	
	Nuwarawewa works	3,515	0	...	
71	Maha Madawachchiya	180	0	...	
	Talawe-ela anicut	200	0	...	
	Village tanks	2,411	0	...	
	North-Western Province.				
48	**Refund of tolls** paid by the Irrigation Sub-Inspector, Wanni hatpattu	8	55	...	Vote for salaries and allowances, 1900
15	**Extra clerk**, for pay of an additional clerk for three months	60	0	...	do.
63	**For maintenance :—**				
	(1) Deduru-oya works	4,775	51	...	Maintenance vote, 1900
70	(2) Kurunegala tank sluice and channel ...	460	0	...	
	(3) Wenoruwewa tank	450	0	...	
	(4) Magallawewa tank	486	0	...	
	(5) Bu-ela anicut	270	0	...	
	(6) Kospotu-oya anicut	80	0	...	
	(7) Meddeketiya tank	300	0	...	
	(8) Mediyawa tank	528	0	...	
	(9) Galgomuwa tank	330	0	...	
	(10) Paragoda anicut	35	0	...	
	(11) Maha Uswewa	660	0	...	
	(12) Tinipitiyawewa...	470	0	...	
	(13) Sluiced village tanks	1,000	0	...	
	(14) Six irrigation bungalows	960	0	...	
137	**Deduru-oya channels**, for completion of Deduru-oya channels (on account of estimate of Rs. 25,989·80)...	10,000	0	...	Apportionment, 1900
	Province of Uva.				
15	**Uma-ela**, for repairs to Uma-ela anicut and channel ...	3,089	50	...	Apportionment, 1900
99	**Maintenance :—**				
63	(1) Okkampitiya Yodi-ela	1,988	0	...	Maintenance vote, 1900
69	(2) Horaborawewa and Kudawewa ...	520	0	...	
	(3) Sudupanawila anicut	60	0	...	
	(4) Hambegamuwa tank	120	0	...	
	(5) Gal-oya anicut	120	0	...	
151	For the pay of a watcher for the Bibile cement pipe factory	30	0	...	Apportionment, 1900
	Province of Sabaragamuwa.				
74	**Surveys**, for surveys of irrigation works ...	59	92	...	Survey vote, 1900
115	**Embilipitiya tank**, for repairs	400	0	...	Apportionment, 1900
134	**Walalgoda irrigation works**, for surveys ...	130	0	...	Survey vote, 1900
35	**Tunkame Aiutwewa**, for repair of the sluice ...	100	0	...	Apportionment, 1900
142	**Maintenance :—**				
	(1) Kolonna korale irrigation works ...	1,500	0	...	Maintenance vote, 1900
	(2) Battugedara irrigation works	260	0	...	
	(3) Openake aqueduct	20	0	...	
	(4) Kinchigune anicut	180	0	...	
	(5) Mulgama tank	50	0	...	
	(6) Malwatta irrigation works	165	0	...	
	(7) Uggalkaltota irrigation works	500	0	...	
	(8) Rajawaka bungalow	120	0	...	
	(9) Tunkame bungalow	120	0	...	
	(10) Kaltota bungalow	120	0	...	
	(11) Pahamure bungalow	120	0	...	
	(12) Rakwana-ganga irrigation works ...	500	0	...	
	General.				
138	**Instruments**, for the purchase and transport of surveying instruments for the Central Irrigation Board ...	2,568	87	...	Irrigation fund, 1900

MODE OF REPAYMENT, OR CONDITIONS.

a.—Repayment to be made in annual instalments.
b.—Rate in perpetuity for interest and upkeep in lieu of repayment.
c.—Gratuitous. No payment to be made in respect of this expenditure.

WEST RIDGEWAY,
President.

QUEEN'S HOUSE, COLOMBO, JUNE 27, 1900.

Present:

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER).

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

MR. A. DE A. SENEVIRATNA.

MR. P. COOMARASWAMY.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Secretary, MR. F. J. TOTHILL.

1. The Minutes of the Meeting of the 21st February, 1900, were read and confirmed.

2. The Director of Irrigation described the distribution of the Irrigation Staff.

Authority was given to the Director of Irrigation to deal with all minor matters of irrigation, and to sanction estimates up to Rs. 2,000.

He was instructed to send out a circular to all the Provincial Irrigation Boards to this effect, and also stating that in the event of any Provincial Irrigation Board being dissatisfied with the action taken by the Director of Irrigation, they can refer the matter through the Director of Irrigation to the Central Irrigation Board for decision.

3. It was resolved to recommend to Government the abolition of Provincial Irrigation Boards, and that the Government Agents should, under the control of the Central Irrigation Board, administer village tanks.

4. It was decided that all irrigation works, excluding village tanks and private works, be placed under the control of the Irrigation Department as soon as the necessary arrangements could be made.

5. The Director of Irrigation read a report regarding the Vakaneri scheme, and submitted an estimate for irrigating 13,000 acres under Vakaneri.

It was agreed that as the amount of the estimate exceeds Rs. 300,000, the project should be laid before the Legislative Council with a view to obtaining the sanction of Council for the expenditure.

It was decided to request the Government Agent, Eastern Province, to ascertain, in an informal manner, from the owners of lands under Vakaneri whether they would be prepared to pay an annual rate in perpetuity of Re. 1·20 or so as interest on expenditure and for maintenance.

6. Certain amendments in the Ordinance No. 23 of 1889 were suggested, and the Secretary was instructed to continue the circulation of the papers on this subject to the members of the Board; and it was decided to address the Government on the following points :—

(1) The amendment of the law so that the Crown can be represented according to acreage at a meeting of proprietors.

(2) The granting of authority to the Board to construct irrigation works for the benefit of Crown lands only.

(3) The payment by Government to the Central Irrigation Board on account of the enhanced value due to the irrigation of Crown lands as an additional contribution over the Rs. 200,000 now annually paid into the Irrigation Fund.

(4) The insertion of an additional clause so that all powers given to the Central Irrigation Board under the Paddy Cultivation Ordinance may be extended to other cultivations, on account of which a special grant may be made by Government, in which case the rate will be fixed by His Excellency the Governor in Executive Council.

7. The Secretary was ordered to circulate the papers regarding the scheme for irrigating lands in the North-Western Province near the proposed railway to the North, and also the papers relating to the Karachchi scheme.

8. The Board passed an estimate of Rs. 1,000 to provide for the payment of draughtsmen employed temporarily at the Head Office. Authority was granted to the Director of Irrigation to appoint such officers; rate of pay not exceeding Rs. 100 per mensem. A list of the officers so appointed and their salaries to be submitted to the Board quarterly.

F. J. TOTHILL,
Secretary.

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER).

MR. A. DE A. SENEVIRATNE.

MR. P. COOMARASWAMY.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Secretary { MR. J. J. THORBURN. / MR. F. J. TOTHILL.

Ref. No.

THE Papers dealt with by circulation among the Members between the **1st April** and **30th June, 1900,** are recorded as follows :—

NORTHERN PROVINCE.

185 **Giant's Tank Scheme.**—Letter dated 28th March, from the Director of Public Works, requesting sanction of an advance of Rs. 20,000 for the Giant's tank works, pending the submission of an

estimate for completing the works, which will be submitted as soon as the necessary details are received. States that the advance is urgently required to meet the expenditure for the current month, the balance from last year being exhausted and no funds available to meet the indent for the current month just received.

Authorized advance of Rs. 20,000 accordingly.

306 **Giant's Tank Scheme.**—Minute from the Director of Irrigation dated 28th May, 1900, requesting sanction of a further advance of Rs. 50,000 for the Giant's tank works.

Authorized.

91 **Kanukkeni Tank.**—Letter dated 9th April, from the Director of Public Works, acknowledging receipt of Central Irrigation Board letter of the 26th March, sanctioning advance of Rs. 2,000 on the understanding that no further advance will be made until full estimates have been submitted and their necessity explained. States that instructions have been given to stop work as soon as the Rs. 2,000 is expended, to dismiss the men and close the works. As a member of the Board cannot but regret the action of the Board. It will be difficult to collect a labour force at Kanukkeni again, and presumes that the Board has no idea of abandoning the completion of the work. That the existence of the old spill was not originally traced, and a new one suggested appears to be due to imperfect nature of the surveys required and accepted by the Board. The new spill originally proposed is quite inadequate for the discharge of flood water without endangering the safety of the whole work.

Agrees with the statement that the unsatisfactory nature of the foundation of the new spill should have been fully considered before the original estimate was submitted, but unless full and detail surveys and borings on sites of all important works are insisted on by the Board before sanctioning the commencement of works, it is impossible to ascertain what the foundations are even likely to be, much less to carefully consider them.

The enlargement of the spill has not been commenced. Presumed that the Board would accept the advice of its technical officers on this point, so he did not stop the work pending the completion of a full report and estimate. The Director of Public Works informed that complete estimates for finishing the work should be submitted at as early a date as practicable. In the meantime he is requested to keep the labour force together as far as it can be usefully employed, and that, if necessary, a further advance will be granted.

144 **Dispenser for Giant's Tank.**—Minute from the Irrigation Assistant dated 2nd March, 1900, inviting attention to the remarks in his diary for 14th and 15th February, and requests that the Central Irrigation Board will communicate with the Principal Civil Medical Officer regarding the appointment of a special dispenser for the Giant's tank works, to be stationed at Murungan.

The Principal Civil Medical Officer reports that he has arranged for a special apothecary to be stationed at Murungan for the medical charge of the labourers employed on the tank, and issued the necessary instructions for supply of necessary drugs to be sent to Murungan to the address of the officer in charge of the work. The apothecary has been instructed to report himself to the officer of the tank. He is to be paid a salary of Rs. 600 by the Central Irrigation Board.

Approved.

234 **Exemption from Payment of Rate.**—Letter dated 12th April, 1900, from the President, requesting authority to exempt from payment of water-rate the lands referred to in the annexed list received from the Assistant Government Agent, Mullaittivu, for the reasons stated therein.

Authority of Government requested to exempt the lands from payment of water-rate to the extent recommended and for the reasons stated. Letter dated 22nd May, 1900, from the Colonial Secretary, authorizing the exemption. President informed accordingly.

Eastern Province.

195 **Travelling Allowance for attending Volunteer Drills.**—Letter dated 4th April, from the Colonial Secretary, forwarding letter from Government Agent, Eastern Province, in which he says that some of the Irrigation Engineers and Government Surveyors have expressed their willingness to join the Volunteer Corps at Batticaloa. Requests that the Heads of their Departments may authorize their officers to attend drills at Batticaloa one week in the month for the first two months. It will not cause any inconvenience or delay, as they have to go in for their salaries. Requests that they may be allowed to draw their usual travelling allowances for the two occasions.

Government informed that the Central Irrigation Board is not prepared to lay down any hard and fast rule as to the payment of irrigation officers in the Eastern Province for attending monthly Volunteer drills at Batticaloa, but will consider each case on its merits.

237 **Quarters for Chief Irrigation Inspector.**—Letter dated 23rd April, from the President, forwarding copy of one from the Chief Irrigation Inspector and asking whether the difference in the house rent referred to by him may be sanctioned. Considers it desirable that the Chief Irrigation Inspector should have a house in Batticaloa, and also thinks that Rs. 30 a month reasonable.

President informed that his request cannot be granted.

256 **Orderlies to Irrigation Sub-Inspectors.**—Letter dated 4th May, 1900, from the President, requesting that authority may be granted for the employment of an orderly at Rs. 120 per annum to each of the Sub-Inspectors at Batticaloa, Panawa, and Trincomalee. The necessity for orderlies has been represented by the Sub-Inspectors, especially with regard to the conveying of official letters and in taking care of Government instruments when they are travelling. The Provincial Irrigation Board considers that this concession should be granted, as in other Provinces.

Further information requested as to how the Sub-Inspectors manage at present, and what special circumstances, if any, have given rise to the present application.

160 **Proceedings of Provincial Irrigation Board.**—Letter dated 16th March, 1900, from the President, transmitting Minutes of Meeting held on 7th March, 1900.

210 **Proceedings of Provincial Irrigation Board.**—Letter dated 7th April, from the President, transmitting Minutes of Meeting held on 4th April.

261 **Proceedings of Provincial Irrigation Board.**—Letter dated 7th May, from the President, transmitting Minutes of Meeting held on the 2nd May.

Ref. No.

CENTRAL PROVINCE.

188 **Proceedings of Provincial Irrigation Board.**—Letter dated 29th March, 1900, from the President, transmitting Minutes of Meeting held on 23rd instant.

252 **Cement Pipe Sluices.**—Letter dated 31st March, 1900, from the President, stating that the estimate of Rs. 1,000 sanctioned in 1899 was not approved of by the Provincial Engineer and, not being complete in providing for all the requirements of the Assistant Government Agent, Matale, the work was not undertaken, but the amount sanctioned has been brought forward for expenditure during this year. Submits a fresh estimate for all requirements amounting to Rs. 1,300 framed by the Provincial Engineer and approved by the Provincial Irrigation Board. President was requested to submit an amended estimate in lieu of the original estimate of Rs. 1,000, and another supplementary estimate for the Rs. 300 required in addition. Letter from the President, dated 2nd May, submitting two sets of estimates for Rs. 1,000 and Rs. 300 respectively.

Sanctioned amended estimate of Rs. 1,000 for making cement pipes for village tank sluices, Matale District (in lieu of the original estimate No. 233 of 1899), and the supplementary estimate of Rs. 300 for making cement pipe moulds against the apportionment for 1900.

281 **Proceedings of Provincial Irrigation Board.**—Letter dated 1st May, 1900, from the President, transmitting Minutes of Meeting held on 16th instant.

Note by Director of Irrigation.—In the case of resolution 10 (Wirapitiya-ela) action appears about to be taken before the estimate has been seen by the Central Irrigation Board, and the same thing that happened at Unnichchai may recur, viz., that the people may bind themselves to pay on an unreliable or insufficient estimate. I find that the work was completed in 1887 at a cost of Rs. 2,633·21. Maintenance and repairs cost Rs. 5,432·96 up to end of 1899. Total Rs. 8,066·17. 76 acres are benefited and Rs. 206 have been recovered. It is now proposed to expend Rs. 8,500 on repairs, making a total expenditure of Rs. 16,500 odd, or about Rs. 100 per acre if all the land is benefited; and the land is all private land.

NORTH-CENTRAL PROVINCE.

180 99 **Low level Channel, Nuwarawewa.**—Letter from the President, dated 1st July, 1899, annexing a copy of letter from the Provincial Engineer regarding an iron trough and recommending that a permanent structure be authorized. The landowners are not in a position to carry out the masonry works or to supply an iron trough, but they will do all the earthwork. The President is asked to state the sectional area of the trough required and its height above the ground. The Provincial Engineer informs that the breadth is 2 ft., depth 1 ft. 3 in., length 30 ft., 4 ft. above ground level, ground being soft. Being asked for further information about area of irrigable land to be benefited by the work, &c., the President states that the area of irrigable land which will be benefited is 62 acres—all property sold by the Crown. The channel was opened by the landowners. The channel is on an embankment, and it is found impossible to irrigate the lands without a trough substantially built on masonry abutments, and it is considered that this is not a work that the landowners can be expected to do satisfactorily.

President requested to submit an estimate of the cost of a permanent structure, and it is inquired whether the Crown land was sold as irrigable, and if it is so irrigable without this structure or whether this structure is only an improvement.

President submits an estimate for Rs. 1,295 and states that the land was sold as irrigable, but that it is not irrigable without a permanent structure such as the estimate provides for, inasmuch as any temporary embankment is periodically washed away by floods.

President informed that the estimate for a trough cannot be sanctioned. As the owners of irrigable lands generally pay for similar works in other Provinces, there appears to be no reason why the owners of these should not do so in this instance.

173 **Village Tank Staff.**—Letter dated 21st March, from the President, stating that the appointment of Mr. Kanakasuriyam as Inspector of Village Tanks for the whole Province—which was adopted in April, 1899, on Central Irrigation Board letter of 9th March, as a tentative measure—has proved unsatisfactory. The work is delayed, and the Inspector of Village Tanks alleges as his excuse that pressure of work prevents him from giving prompt attention to orders from the Board. Considers the North-Central Province too large for one officer to efficiently supervise and recommends that the old arrangement be reverted to. Recommends that Mr. Kanakasuriyam be relegated to the Northern Division and a separate officer be appointed to the Southern Division.

President is asked to state whether he recommends that Mr. Winslow, now in charge of the Southern Division under the supervision of Mr. Kanakasuriyam, should be placed in independent charge of that division, or whether the application is to be understood to be one for increased staff.

President replies that it was not intended to recommend that Mr. Winslow should be placed in independent charge of the Southern Division, and in view of the formation of the new Irrigation Department he proposes to defer further action in the matter until he has had an opportunity of conferring with the Director of Irrigation.

200 **Proceedings of Provincial Irrigation Board.**—Letter dated 5th April, from the President, transmitting Minutes of Meeting held on 8th March.

238 **Irrigation Inspector, Ipolagama:** Memorial of Mr. P. J. Siriwardene, Sub-Inspector, praying for promotion as 1st class Sub-Inspector of Ipolagama.—Letter dated 31st May, from the President, reporting that Mr. Keil was recommended for promotion in preference to Mr. Siriwardene, as the former was considered, both by the late Government Agent and by the Provincial Engineer, North-Central Province, to be the more energetic and efficient officer.

Mr. Siriwardene informed that the Provincial Irrigation Board recommended the appointment of the man they considered to be best fitted. His claims will be considered when another vacancy arises.

President requested to consider Mr. Siriwardene's claims when another vacancy arises.

NORTH-WESTERN PROVINCE.

209 **Proceedings of Provincial Board.**—Letter dated 6th April, from the President, transmitting Minutes of Meeting held on 28th March.

Ref. No.

PROVINCE OF UVA.

159 **Alut-ela.**—Letter dated 20th March, 1900, from the President, submitting an amendment on estimate No. 176 of 1898, for building a safety valve at Alut-ela.

Amendment sanctioned.

172 **Topographical Surveys of Irrigation Works.**—Letter dated 22nd March, from the President, bringing to the notice of the Board the inability of the Survey Department to provide an officer to make topographical surveys for projected irrigation works in his Province, though the Irrigation Manual lays down that such surveys shall be made by that Department. As he desires to bring forward several irrigation proposals for consideration, requests that he may be authorized to employ a private surveyor if the Survey Department is unable to undertake the requisite surveys.

The Surveyor-General reports that there are no officers now available for these surveys.

President requested to mark the approximate position of each of the works he desires to bring forward on a four-mile-to-the-inch diagram, and to give this Board a short history of each question as to what he proposes to do, whom it will benefit, and the number of inhabitants in the district.

The President forwards a sketch from the four-mile-to-the-inch map, on which is marked the position of the works of which the Provincial Irrigation Board think it desirable to have topographical surveys. Also encloses a memorandum giving the information required.

The President is informed that as the topographical survey will cover the whole of this country next year it would be useless to expend money on isolated surveys at present.

219 **Overseers for Supervision of Work on Village Tanks.**—Letter dated 17th April, 1900, from the President, forwarding an abstract showing the village tanks inspected and reported on by the Junior Irrigation Inspector during March in part of the Wellassa division.

Desires to be enabled to push on repairs to tanks as may be justified. Mr. Dharmasena (Irrigation Inspector) has a large charge and cannot spare time to give daily attention to the work on all the small tanks to be repaired; he has more important works to attend to as well. For the fixing of cement pipes as a sluice, cutting of spill, filling of breaches, &c., skilled overseers are necessary. Requests that he may be authorized to employ two overseers at Rs. 30 per month each for six months (1st May to 31st October).

Authorized employment of two overseers as requested, and estimate for Rs. 360 sanctioned against apportionment for 1900.

GENERAL.

212 **Diary.**—Letter dated 10th April, 1900, from the Director of Public Works, forwarding diary of Mr. Parker, Irrigation Assistant, for the month of March, 1900.

302 **Diary.**—Diary of Mr. Parker for the month of April, 1900.

211 **Instruments.**—Memorandum dated 9th April, from the Irrigation Assistant, submitting list of surveying instruments, office requisites, and drawing materials necessary for the Irrigation Engineers, and to make good the necessary stock of the office.

The cost will be about Rs. 4,000.

List approved, and Director of Public Works requested to cause the necessary indents to be prepared.

242 **Irrigation Engineers.**—Letter dated 27th April, from the Director of Public Works, forwarding a letter from the Irrigation Assistant, and regretting that, pending information as to the proposed organization and staff of the Irrigation Department, he is unable to make any recommendation.

(1) The Irrigation Assistant recommends that steps be taken to appoint Engineers for Giant's tank works and for Tissa, Southern Province, to fill the places of Messrs. Blechingberg and Moon.

(2) Considers it advisable to place an Irrigation Engineer in charge of the whole of Giant's tank scheme.

(3) Mr. Cade of the Tissa works has not been able to undertake the surveys and levels, as his time is taken up with the Walawe works and estimates. Suggests that an Irrigation Engineer be placed in charge of the Tissa works under the control of Mr. Cade, who might then visit the works monthly.

(4) Mr. Eves, Irrigation Engineer at Minneri, has expressed a wish to remain in the Public Works Department and not be transferred to the Irrigation Department.

The Director of Irrigation reports that as works are approved of, the staff necessary to carry them out will be requisitioned from England.

In this particular case the works referred to are in hand, and the suggestions made refer to works already under construction or investigation.

In the case of the Giant's tank, Mr. N. M. Walker has been proposed when the Director of Public Works can spare him. If Mr. Eves persists in his desire to leave the Irrigation Department a substitute must be appointed.

193 **Irrigation Engineers.**—Papers (E 12), from the Colonial Secretary, forwarding copy of correspondence with the Crown Agents regarding the qualification, &c., necessary for the Engineers indented for. His Excellency the President considers that the Irrigation Engineers will have to be better paid, especially if their tenure is to be temporary. The Director of Irrigation suggests that the Irrigation Engineers should be offered Rs. 4,000 on a three years' agreement (the first on probation) with the prospect of a further extension of two years at Rs. 5,000 at the option of Government if their services are required.

Question settled at the Meeting of 27th June, 1900.

189 **Unexpended Balances brought forward.**—Letter dated 5th April, from the Director of Public Works, submitting a list of unexpended balances on estimates brought forward for expenditure in 1900, amounting to Rs. 131,493·40.

Letter from President, Provincial Irrigation Board, Eastern Province, dated 28th March, submitting a list of balances to be brought forward.

Sanctioned list amounting to Rs. 131,493·40, and the Director of Public Works and President, informed accordingly.

95 **Minutes of Proceedings of Central Irrigation Board,** 1st October and 31st December, 1899.—Approved and printed.

Ref. No.

255 **Application for Subsistence Allowance** by Mr. R. F. Morris.—Letter dated 5th May, from the Director of Public Works, forwarding copy of one from Mr. Morris, Irrigation Engineer, applying for a subsistence allowance for the period during which he was detained in Colombo after his arrival in Ceylon.

Mr. Morris informed that the necessity for an extra allowance is not apparent. He could have gone to a less expensive place than a hotel and he had no expenses elsewhere.

ESTIMATES.

The following estimates submitted by the Provincial Irrigation Boards have received the sanction of the Central Irrigation Board:—

		Amount. Rs. c.	Remarks.
	Northern Province.		
216	**For improvements** to bungalow of the Inspector of Village Tanks, Vavuniya	62 30 ...	Apportionment, 1900
217	**For maintenance of sluiced village tanks** in Mullaittivu District	500 0 ...	Maintenance, 1900
	Southern Province.		
220 99	**Arachchi amuna**, for certain improvements to the channel under Arachchi amuna (supplementary) ...	105 0 ...	Apportionment, 1900
149	**Improvement of road near Liyangahaela**, for raising and deviating portion of the Liyangahatota road	1,972 0 ...	do.
	Eastern Province.		
73	**Makilur Periyakulam**, for inserting two sluices to a village tank in Eruvil pattu, Kalmunai ...	1,320 0 ...	Apportionment, 1900
108	**Manufacture of cement concrete pipes** for village tanks, Bintenna pattu	859 50 ...	do.
110	**Manufacture of cement concrete pipes** for Batticaloa and Kalmunai Districts ...	1,877 25 ...	do.
127	For inserting two sluices to village tanks in Karavahu pattu	1,320 0 ...	do.
	For the transport and insertion of cement concrete pipes to two village tanks in Karavaku pattu ...	46 50 ...	do.
166	For the insertion of two sluices to village tanks in Porativu pattu, Kalmunai District	1,254 50 ...	do.
	For fixing stop planks to two culverts in the bund of a village tank in Porativu pattu	209 0 ...	do.
167	**Siriyakulam**, for manufacturing, transporting, and inserting cement pipe sluice to Siriyakulam in Panawa pattu	103 25 ...	do.
197	**Anicuts below Rugam tank**, for surveys and levels for proposed anicuts below Rugam tank ...	300 0 ...	Surveys, 1900
213	**Tents** for Irrigation Engineers, for the purchase of four tents for Irrigation Engineers, Eastern Province...	606 25 ...	Apportionment, 1900
324	**Pullumalai tank**, for urgent repairs ...	50 0 ...	Special apportionment
326	**Kalmadu anicut**, for replacing stop planks in Kalmadu anicut	300 0 ...	Apportionment, 1900
109	For surveys of minor irrigation works in Batticaloa District	1,000 0 ...	Surveys, 1900
	Western Province.		
327	**Nikatu-ela sluice**, for removing the weeds at Nikatu-ela sluice	22 62 ...	Special apportionment for urgent minor works
139	Nikatu-ela, for filling in old channel	116 15 ...	do.
	Central Province.		
252	**Cement pipe sluices**, for making cement pipe moulds for manufacturing cement pipes for village tank sluices, Matale District	300 0 ...	Apportionment, 1900
325	**Ma-ela**, for the survey of the Ma-ela, Uda Hewaheta, Nuwara Eliya	330 0 ...	Surveys, 1900
	North-Central Province.		
174	**Marakala Hammilawa**, for inserting a new Molesworth gate and door in the sluice of Marakala Hammilawa	313 0 ...	Apportionment, 1900
175	**Repairs to quarters**, Sub-Inspector, Kekirawa, for roofing the quarters occupied by Sub-Inspector, Kekirawa	142 0 ...	do.
215	**Quarters for Sub-Inspectors**, for repairs to quarters occupied by the Sub-Inspectors at Ulukkulam, Madawachchiya, and Ratmalagahawewa ...	135 0 ...	do.
258	**Tappal coolies**, for the pay of three tappal coolies to the Sub-Inspectors of Village Tanks, Ulukkulam, Ipolagama, and Ratmalagahawewa	180 0 ...	do.
187	Cement concrete pipes, for transport of cement pipes to cover over expenditure incurred against estimate No. 168 of 1898	99 81 ...	do.
	North-Western Province.		
216 98	**Deduru-oya works**, for compensation to be paid for land acquired for the Batalagodawewa irrigation works	2,420 98 ...	Apportionment, 1900
620 99	**Maha Uswewa**, for Maha Uswewa channel additions	290 0 ...	do.

Ref. No.		Amount. Rs. c.	Remark
199	For building sunk walls in natural spills of **Detowa, Wilowa, Ambanpola**, and **Pambuwatawana** tanks, Kurunegala	734 40 ...	Apportionment, 1900
	For opening a spill water in Mahakoonwewa in Wanni hatpattu	255 0 ...	do.
265	**Irrigation culvert** across Chilaw-Wariapola road, for building a culvert at the 15th and 16th mile, Chilaw-Wariapola road	146 77 ...	Special apportionment, 1900
	Province of Uva.		
578 99	**Katupelellawewa**, for tracing channels under Katupelellawewa	50 0 ...	Surveys, 1900
	Katupelellawewa, for building sluice and spill, Katupelellawewa, Dambegalla	2,025 0 ...	Apportionment, 1900
245	**Badullupitiya-ela**, for improving the lower bank of Badullupitiya-ela near the District Medical Officer's quarters, Badulla	100 0 ...	Special apportionment, 1900
219	**Supervision of works on village tanks**, for the employment of two overseers ...	360 0 ...	Apportionment, 1900
	General.		
264	**For miscellaneous contingent expenses**, 1900	300 0 ...	Irrigation fund, 1900
305	**For the salaries** of three new Irrigation Engineers	6,951 76 ...	Salaries and allowances

MODE OF REPAYMENT, OR CONDITIONS.

a.—Repayment to be made in annual instalments.

b.—Rate in perpetuity for interest and upkeep in lieu of repayment.

c.—Gratuitous. No payment to be made in respect of this expenditure.

WEST RIDGEWAY,
President.

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER).

MR. A. DE A. SENEVIRATNA.

MR. P. COOMARASWAMY.

THE HON. THE GOVERNMENT AGENT, WESTERN PROVINCE.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Secretary, MR. F. J. TOTHILL.

Ref. No.

THE Papers dealt with by circulation among the Members between the **1st July** and **30th September, 1900**, are recorded as follows :—

279 **Minutes of Proceedings** of the Central Irrigation Board from 1st January to 31st March, 1900. Approved and printed.

371 **List of Estimates** sanctioned since the formation of the new Irrigation Department.

374 **List of Present Staff of Clerks** of the new Irrigation Department.

380 **Office Cooly.**—Minute from the Director of Irrigation, dated 11th July, requesting the sanction of the Board for the employment of an office cooly on a salary of Rs. 10 per mensem. Regrets it was omitted when authority was asked for the clerks and peons.

Sanctioned.

314 **Irrigation Staff.**—Letter from the Colonial Secretary, dated 5th June, 1900, requesting to furnish, for the information of the Right Hon. the Secretary of State for the Colonies, a full report as to the staff required for the Irrigation Department.

The Director of Irrigation submits a detailed report showing total estimated annual cost of staff Rs. 154,340 to Rs. 155,340.

429 **List of Estimates** sanctioned during July, 1900.

503 **List of Estimates** sanctioned during August, 1900.

329 **Irrigation Works.**—Letter dated 13th June, 1900, from the Director of Public Works, forwarding a copy of his circular No. 17, dated 31st May, 1900, to the Provincial Engineers, informing them that until further notice all irrigation works previously in charge of the Public Works Department are placed in charge of the Irrigation Department.

The Director of Irrigation states that paragraph 2 of the circular directs Provincial Engineers to take steps to hand over to the officers *duly appointed* by the Director of Irrigation or the Provincial Irrigation Board, as the case may be, all plans, &c., in their charge. He understands that the Director of Public Works by his circular intended to convey to his officers the necessary authority to hand over such work, and not in any way to relieve them of their present responsibility, pending the appointment of officers of the Irrigation Department to take the works over. This will be as soon as

Ref. No.

circumstances permit. He informed the Director of Public Works that he would report to him when he was able to take over any district or Province. He has to-day instructed Mr. Nunn to take charge of Maha Illuppallama, and informed the Director of Public Works that he has done so.

439 **Office Furniture.**—Memorandum from the Director of Irrigation, dated 8th August, stating that it is necessary that the Engineers at outstations in charge of works should be supplied with a certain amount of office furniture. Requests authority to purchase such articles as may be actually required and pay for them on the Tool-Vote. The furniture for each officer will cost about Rs. 100.

Authorized.

384 **Mr. Bowden.**—Memorandum dated 2nd August, from the Director of Irrigation, stating that the Colonial Secretary has approved of the transfer of Mr. W. Bowden, Supernumerary Surveyor, from the Survey Department to the Irrigation Department, and requesting the approval of the Board to his appointment as an Assistant Engineer on probation at Rs. 120 per mensem with such allowance as may be advisable according to the nature of his employment.

Approved appointment as an Assistant Engineer in the Irrigation Department.

Applied to Government for supplementary provision for his salary and allowance accordingly.

489 **Travelling Expenses of Irrigation Officers.**—Memorandum dated 24th August, from the Director of Irrigation, submitting an amendment on estimate No. 8 of 1900 for Rs. 5,000 for travelling expenses of irrigation officers, providing for the Director of Irrigation to draw the keep of one or two horses if he so desires.

Amendment sanctioned.

NORTHERN PROVINCE.

359 **Giant's Tank Works.**—Minute dated 25th June, from the Director of Irrigation, stating to hasten the preparation of the estimate for the completion of the Giant's tank he is sending a party of surveyors consisting of Mr. H. E. de Kretser, Engineer in charge, and Messrs. Vasagam and Mergler, assistants, to take the necessary sections, &c.

The officer at Giant's tank has no time for this work, and the estimate for the work cannot be framed without it.

States that there is sufficient balance on the estimate for taking levels in connection with Giant's tank to pay for the cost of this work.

Approved.

338/99 **Mr. Nagamuttu, Sub-Inspector, Vavuniya.**—Letter dated 5th April, 1900, from the President, requesting that (under clause 122 of the Manual) authority may be given to raise his post to that of a 1st Class Sub-Inspector, on the condition that he shall pass the qualifying examination of the Survey Department within a year.

President informed that Mr. Nagamuttu is hardly accurate when he states that he is now paid less than he got as an Overseer, Public Works Department, and that Mr. Nagamuttu may be informed that his promotion will be considered on his passing the qualifying examination in Surveying and Levelling.

Letter from the Surveyor-General, dated 29th June, 1900, annexing copy of a report from the Assistant Superintendent of Surveys relative to the examination of Mr. Nagamuttu and informing that he can be given a pass.

President, Provincial Irrigation Board, informed that as the Surveyor-General has reported that Mr. Nagamuttu, 2nd Class Sub-Inspector, has passed an examination in Surveying and Levelling, he is now promoted to a 1st Class Sub-Inspectorship. If funds can be provided for the purpose he will receive the pay and allowance of the post vacated by Mr. S. Ramalingam, viz., a salary of Rs. 1,000 per annum and an allowance of Rs. 360 per annum from 1st July, 1900, if not he will have to wait till 1st January, 1901.

472 **Contract for Rice Supply, Giant's Tank.**—Letter of 6th August, from the Irrigation Engineer, Giant's tank, submitting copy of bond and contract dated 23rd July, 1900, entered into with M. K. N. Cader Saibo Maracayer, of Mannar, for the supply of rice.

Approved, and copy forwarded to the Auditor-General.

475 **Proceedings of Provincial Board.**—Letter dated 15th August, 1900, from the President, transmitting Minutes of Meeting held on 9th August.

SOUTHERN PROVINCE.

328 **Travelling Allowance.**—Letter dated 23rd April, 1900, from Mr. Cade, requesting that the charge of the works at Tissa may be given him in addition to his own duties. If another assistant and an extra travelling allowance is given him, he sees no reason why he should not be able to look after both schemes (Walawe and Tissa). Invites attention to his letter of 16th October, 1899, regarding his commuted allowance, and requests an early reply.

The Director of Irrigation states that Mr. Cade is at present doing the work that was being done by Mr. Moon as well as his own; he has a distance of 40 miles to go from Tissa to Liyangahaela and extra work and responsibility. His case is equally deserving of consideration, and similar to that of Mr. Bower, and recommends that he receives the same concession, viz., that allowance for the keep of a horse be given him in addition to his Rs. 50 per mensem commuted allowance.

Authorized. Mr. Cade informed that provided he keeps a horse he can draw horse allowance at the rate of Rs. 35 per month.

EASTERN PROVINCE.

346 **Mr. S. H. Bower's Leave of Absence.**—Letter dated 18th June, from the Director of Irrigation, informing that Mr. Bower obtained leave on full pay from 9th March to 9th April, having arranged, with the consent of the Director of Public Works, that Mr. Edge, District Engineer of Kalmunai, should act for him to assist him to do so. Mr. Bower left his horse at Mr. Edge's service. Mr. Edge visited the works and made payments for Mr. Bower, and the question whether the commuted allowance of Rs. 50 per mensem, which was not drawn by Mr. Bower, should be paid to Mr. Edge has now arisen. He paid the horse allowance to Mr. Bower, as he kept the horse at Mr. Edge's disposal, and recommends that the commuted allowance of Rs. 50 be paid to Mr. Edge as he performed Mr. Bower's duties. Awaits authority of the Board before making payment.

Authorized that the commuted allowance of Rs. 50 for the period that Mr. Bower was on leave should be paid to Mr. Edge.

398 **Proceedings of Provincial Irrigation Board.**—Letter dated 20th July, from the President, transmitting Minutes of Meeting held on 4th July.

491 **Rates of Labour at Irrigation Works in Eastern Province.**—Memorandum dated 25th August, from the Director of Irrigation, inviting attention of the Central Irrigation Board to the fact that while the schedule rates of labour for the Eastern Province only provide for a daily rate of pay of 38 cents in the case of coolies, Mr. O'Brien, Irrigation Engineer, who is in charge of the works at Vakaneri, reports that he has not succeeded in obtaining any labour at 38 cents per diem, and has been able to obtain a most inadequate supply of labour only by offering from 40 to 50 cents per diem.

Issued circular calling for the opinions of the Government Agent, Provincial Engineer, and Assistant Conservator of Forests.

Director of Irrigation submits that instructions have been sent to the Irrigation Officer to notice his men that the rate will be 37 cents. Meantime some coolies have been employed on check-roll and the rate has been exceeded. Requests the authority of the Board to cover such excess should it have been incurred.

Authorized.

North-Central Province.

368 **Proceedings of Provincial Irrigation Board.**—Letter dated 28th June, from the President, transmitting Minutes of Meeting held on 26th June.

415 **Proceedings of Provincial Irrigation Board.**—Letter dated 25th July, from the President, transmitting Minutes of Meeting held on 23rd July.

427 **Failure of Crops under Kalawewa Yoda-ela.**—Letter dated 1st September, from the Colonial Secretary, forwarding copy of a letter from the Government Agent, North-Central Province, to be laid before the Central Irrigation Board, and asking for a report on paragraph 11 and the subsequent paragraphs relative to the system under which the water is distributed.

Memorandum dated the 4th September, from the Director of Irrigation, stating that the matter is a very important one, and the system required in this instance is one that should be equally applicable to many other works where similar difficulties are or will be experienced, and that it is a question upon which he is not at present prepared to report, and he should like to postpone making any recommendation until he has had a better opportunity of inquiring into the method adopted in other parts of the Island, especially the North-Western and Eastern Provinces.

436 **Kalawewa Yoda-ela Surveys.**—Letter dated 3rd August, 1900, from the Irrigation Engineer, Anuradhapura, submitting an amendment on estimate No. 8 of 1899 for Rs. 600 for completing the plotting of the levels taken over Kalawewa Yoda-ela.

Amendment sanctioned.

479 **Proceedings of Provincial Irrigation Board.**—Letter dated 20th August, from the President, transmitting Minutes of Meeting held on 14th August, 1900.

North-Western Province.

114 **Proposed Irrigation Works in the North-Western Province** near the Northern Railway.—Papers 02338 E 15 of 24th April, from the Colonial Secretary, forwarding letter from the Government Agent, North-Western Province, No. 87 of 9th February, submitting his proposals for report of Irrigation Assistant. Secretary, Central Irrigation Board, submits Irrigation Assistant's report with sketch showing in two groups the works which he recommends should first be examined with a view to restoration, to which Government Agent has agreed.

Mr. Ward reports that he has not yet had the advantage of visiting the works named and described by the Irrigation Assistant, but they are those decided upon on the occasion of His Excellency the Governor's visit to Kurunegala, and the principle on which they are selected in preference to Siyambalagama is, he is convinced, a sound one. Circulated in Central Irrigation Board and papers referred to Director of Irrigation.

The Director of Irrigation reports to Government that authority is now required to proceed with the examination of the scheme preparatory to preparing plans and estimates. In the opinion of the Government Agent and Irrigation Assistant, who know the country, this scheme is sufficiently promising to warrant a survey being made. There are six tanks to be surveyed and many miles of channel to be traced connecting them with their sources of supply and for passing the water to the irrigated tracts below them. He has a party waiting to commence the survey of a part of the scheme now at Batalagoda, and two more Irrigation Engineers should be at once indented for from England to push on to completion as soon as possible the surveys of the rest. The staff required must be regulated by the works it is decided to take up, not the works by the staff available.

Two more Irrigation Engineers have been indented for from England.

355 **Surveys of Irrigation Works** near the Northern Railway, North-Western Province.—Minute dated 23rd June, from the Director of Irrigation, submitting an estimate of Rs. 15,000 for surveying proposed irrigation works in the North-Western Province adjacent to the Northern Railway and reporting that he has obtained the services of Mr. Berwick, late of the Survey Department.

Proposes to put two or three Ceylonese assistants under him, and also to employ three or four Ceylonese students, some of them former Technical College students, at Rs. 30 per month.

Proposes to pay the surveyor in charge Rs. 300 per month salary and Rs. 50 per month allowance, and the qualified assistants to receive pay at the rate of Rs. 100, and be allowed actual expenses when travelling from Colombo to their stations. States he has arranged to commence the surveys at the beginning of next month hoping that by the time the two Engineers from England arrive the preliminary surveys may be well commenced.

The estimate is sanctioned.

579 **Proceedings of Provincial Board.**—Letter dated 14th September, 1900, from the President, transmitting Minutes of Meeting held on 6th September.

Ref. No.

PROVINCE OF SABARAGAMUWA.

528 **Proceedings of Provincial Board.**—Letter dated 17th September, from the President, transmitting Minutes of Meeting of Provincial Irrigation Board held on 13th September.

ESTIMATES.

The following estimates submitted by the Provincial Irrigation Board have received the sanction of the Central Irrigation Board :—

		Amount. Rs. c.	Remarks.
	Northern Province.		
254	**For the purchase** of a measuring tape with box, 66 ft.	8 50 ...	Special apportionment for urgent minor works
416	**Three feet road culvert**, for erecting a 3 feet span culvert on the Mannar-Madawachchiya road near 20½ milepost	195 0 ...	Apportionment, 1900
484	**Kanukkeni tank**, for completing the works at the Kanukkeni tank	62,000 0 ...	do.
	Southern Province.		
395	**Temporary quarters**, for the erection of temporary quarters for the Irrigation Engineer, Tissa ...	617 10 ...	do.
58	**Canoes for tanks**, for the construction of double canoes for tanks in Hambantota District (supplementary)	457 60 ...	do.
153	**Dedduwe lake**, for repairs to bund of Dedduwe lake	2,600 0 ...	Apportionment, 1900
444	**Measuring tape**, for purchase of a measuring tape, 66 ft.	8 50 ...	Special apportionment for urgent minor works
490	**Tissa works**, for repairs to breached portion of Tissa spill and replacing planking at Ellagalla anicut ...	1,016 32 ...	Apportionment, 1900
493	**Tissa irrigation works**, for the maintenance of the Kirindi-oya (Tissa works)	120 0 ...	Maintenance, 1900
441	**Walawe-ganga channels**, for improvements to Walawe-ganga channels	32,587 15 ...	Apportionment, 1900
	Eastern Province.		
171	**Tents**, for the purchase of tents for the Chief Irrigation Inspector, Eastern Province	263 50 ...	Apportionment, 1900
256	**Orderlies to Sub-inspectors**, for salary of orderly to Sub-inspector, Batticaloa	60 0 ...	do.
391	**Quarters for Sub-inspector of Panama**, for repairs and alterations of the old building at Pottuvil, Panama pattu	100 0 ...	do.
422	**Unnichchai surveys**, for completing the surveys and levels at Unnichchai	1,354 17 ...	Surveys, 1900
428	**Vakaneri tank**, for surveys at Vakaneri tank ...	500 0 ...	do.
469	**Anicuts below Rugama tank**, for additional works in connection with surveys and levels for proposed anicuts below Rugama tank	59 63 ...	do.
438	**Sakamam and Vammiyadi scheme**, for the Sakamam and Vammiyadi scheme	59,058 0 ...	Apportionment, 1900
499	**Furniture**, for making a bookstand for the use of the Provincial Irrigation Board	20 0 ...	Special apportionment, 1900
483	**Anicuts below Rugama tank**, for the construction of four anicuts on the stream below Rugama tank to irrigate about 7,100 acres	87,376 0*a* ...	Apportionment, 1900
510	**Furniture**, for the purchase of furniture, &c., required for the use of the Chief Irrigation Inspector and the office of the Provincial Irrigation Board ...	85 75 ...	Special apportionment for urgent minor works
	Western Province.		
520	**Thoragala-ela**; for certain repairs to Thoragala-ela sluice gate	130 0 ...	Apportionment, 1900
	North-Central Province.		
176	**Mahakongaskada**, for inserting new iron works to Mahakongaskada sluice	514 0 ...	Apportionment, 1900
459	**Mudaliyar's channel**, for improvements to Mudaliyar's channel under Bassawakkulam	190 0 ...	do.
497	**Surveys and levels at Topawewa**, for completing the surveys and levels at Topawewa, North-Central Province	300 0 ...	Surveys, 1900
486	**Distribution gate under Tissawewa**, for building a distribution gate under Tissawewa high-level sluice	134 0 ...	Apportionment, 1900
524	**Ipolagama bungalow**, for thatching Ipolagama irrigation bungalow and outhouses	60 0 ...	do.
198	**Mediyawa sluice**, for inserting new iron works and improving sluice of Mediyawa tank	900 0 ...	do.
512	**Nuwarawewa**, for opening drains at Nuwarawewa ...	515 0 ...	do.

Ref. No.		Amount. Rs. c.	Remarks.
	North-Western Province.		
50	**Hire of coolies**, for payment of coolies for the Irrigation Inspectors and Sub-Inspectors, North-Western Province	857 14 ...	Surveys, 1900
355	**Surveys**, for surveys of irrigation works near the Northern Railway	15,000 0 ...	do.
463	**Deduru-oya works**, for opening a distributary channel to Uyangalla (balance of estimate) ...	5,139 0 ...	Apportionment, 1900
	Province of Uva.		
367	**Survey coolies**, for payment of coolies' wages employed by Irrigation Inspector on survey works ...	200 0 ...	Surveys, 1900
365	**For the cost of levelling and surveying** village tanks in Wellawaya division	100 0 ...	do.
	Province of Sabaragamuwa.		
426	**Batugedera channel**, for urgent repairs ...	60 0 ...	Special apportionment
533	**Transport of instruments**, for payment of cost of transport of instruments to the Provincial Irrigation Board, Sabaragamuwa	2 16 ...	do.
	General.		
126	**Levels**, for the purchase of three 9-in. levels from Messrs. Orr & Sons.	330 0 ...	—
335	**Drawing materials**, for the purchase of drawing materials from Mr. L. P. Emerson	50 0 ...	—
	Instruments, for the purchase of levelling instruments for the Central Irrigation Board... ...	456 59 ...	—
382	**Furniture**, for the purchase of furniture for the use of the Irrigation Department	1,000 0 ...	—
383	**Rent**, for the rent of chamber No. 4, Victoria Arcade, occupied as office of the Director of Irrigation ...	900 0 ...	—
272	**Tools**, for the purchase of tools and plant for the use of the Irrigation Department	25,000 0 ...	—
435	**Surveyors' tables**, for purchasing (12) drawing tables for surveyors employed in the Irrigation Department ...	168 0 ...	—
378	**Stationery**, for purchase of stationery for the use of the Irrigation Department	500 0 ...	—
380	**Pay of clerks**, for the payment of the salaries of new clerks, &c., of the Irrigation Department ...	2,342 54 ...	Salaries and allowances

MODE OF REPAYMENT OR CONDITIONS.

a.—Repayment to be made in annual instalments.

b.—Rate in perpetuity for interest and upkeep in lieu of repayment.

c.—Gratuitous. No payment to be made in respect of this expenditure.

WEST RIDGEWAY,
President.

QUEEN'S HOUSE, COLOMBO, NOVEMBER 7, 1900.

Present:

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER).

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

MR. A. DE. A. SENEVIRATNE.

MR. P. COOMARASWAMY.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Secretary, MR. F. J. TOTHILL.

1. The Minutes of the Meeting of the 27th June were read, and it was agreed to amend them as follows :—

Paragraph 3 to read: It was resolved to recommend to Government the abolition of Provincial Irrigation Boards, and that the Government Agents should, under the control of the Central Irrigation Board, administer village tanks.

Paragraph 4 to read: It was decided that all irrigation works, excluding village tanks and private works, be placed under the control of the Irrigation Department as soon as the necessary arrangements could be made.

Paragraph 5: Insertion of the following after the word "Council" "with a view of obtaining the sanction of Council for the expenditure."

Paragraph 8 to read: The Board passed an estimate of Rs. 1,000 to provide for the payment of draughtsmen employed temporarily at the Head Office. Authority was granted to the Director of

Irrigation to appoint such officers; rate of pay not exceeding Rs. 100 per mensem. A list of the officers so appointed and their salaries to be submitted to the Board quarterly.

2. The question of the supervision of irrigation works in the Central Province was discussed, and after hearing Mr. Wace's opinion on the subject, the Board requested him to draw up a statement showing what works there were in the Province, and in conjunction with the Director of Irrigation to make suggestions for the efficient supervision of their maintenance.

3. The Board asked Mr. Wace's opinion with regard to the village tanks in the Hambantota District, and after a brief discussion the Secretary was requested to re-circulate the papers.

4. *Denegama Tank.*—An estimate for Rs. 1,183 for trimming down the floor of the Denegama spill and laying down rough rubble in the bed of the stream to prevent scouring caused by the flood waters was sanctioned.

5. The rules drawn up by the Director of Irrigation regulating the travelling expenses allowable to officers of the Irrigation Department were approved of, subject to the inclusion of the regulations recently passed by Government and published in the *Gazette*, regulating travelling on a bicycle.

6. The Director of Irrigation submitted a memo. asking for a sum of Rs. 1,000 to defray Mr. O'Brien's expenses for proceeding to India to recruit labour for Vakaneri tank, and also for a sum of Rs. 4,500 as an advance to coolies.

This was approved of subject to the expenditure being considered desirable by His Excellency the President after further consideration by Messrs. O'Brien and Wilkinson—a meeting of the officers to be arranged in Colombo.

7. The Board sanctioned the appointment of Mr. G. D. Gordon as an Irrigation Engineer on the same salary and terms as are being now offered to engineers from England, viz., on an agreement for three years on a salary of Rs. 4,000 per annum and a commuted allowance of Rs. 50 per mensem. The first year to be on probation.

8. The construction of scouring gates in Weerapitiya-ela was approved of, and the Board decided to ask the Government Agent to confer with the Superintendent of the adjoining estate with regard to the removal of silt and at the same time to draw attention to clause 61 of Ordinance No. 23 of 1889.

The Board were of opinion that the silt should be removed by the superintendent of the estate or the villagers without expenditure of Irrigation Funds.

F. J. TOTHILL,
Secretary.

Colombo, November 11, 1900.

HIS EXCELLENCY THE GOVERNOR (THE RIGHT HON. SIR J. WEST RIDGEWAY, G.C.M.G., K.C.B., K.C.S.I.), *President.*

THE DIRECTOR OF PUBLIC WORKS (THE HON. MR. F. A. COOPER).

THE SURVEYOR-GENERAL (MR. F. H. GRINLINTON).

MR. A. DE A. SENEVIRATNE.

MR. P. COOMARASWAMY.

THE HON. THE GOVERNMENT AGENT, WESTERN PROVINCE.

THE HON. MR. S. C. OBEYESEKERE, M.L.C.

THE DIRECTOR OF IRRIGATION (MR. H. T. S. WARD).

Ref. No. *Secretary*, MR. F. J. TOTHILL.

THE Papers dealt with by circulation among the Members between **1st October** and **31st December, 1900**, are recorded as follows:—

NORTHERN PROVINCE.

532 **Giant's Tank Scheme.**—Memorandum dated 18th September, 1900, from the Director of Irrigation, requesting sanction of a further advance of Rs. 25,000 for the Giant's tank works. Out of an advance of Rs. 50,000, granted in May a balance of Rs. 9,431 remains after deducting the value of the draft for payment for work done in August.

Sanctioned.—Letter dated 11th October to the Irrigation Engineer, Giant's tank, informing him of sanction of the advance to permit the works to be carried on without delay pending the sanction of the estimate for the works.

564 **Allowance to Mr. M. Sanmukam, Irrigation Engineer, Kanukkeni Tank.**—Memorandum dated 8th October, 1900, from the Director of Irrigation, submitting for approval of the Central Irrigation Board that a commuted allowance of Rs. 360 per annum be granted to Mr. Sanmukam, Irrigation Engineer in charge of the works at Kanukkeni tank near Mullaittivu, in lieu of a horse allowance of Rs. 420 which he has been in receipt of while in charge of the roads of the Mullaittivu District in addition to the works at the tank.

The Director of Public Works inquires what Messrs. Bower, Eves, Cade, Walker, and O'Brien are allowed.

The Director of Irrigation states, Mr. Bower has at present Rs. 50 per month and one horse allowance; Messrs. Eves, Cade, Walker, and O'Brien have Rs. 50 per month.

Sanctioned commuted allowance of Rs. 30 per month from 5th November, 1900, and the Irrigation Engineer, Kanukkeni, informed accordingly.

484 **Kanukkeni Tank.**—Memorandum dated 10th October, 1900, from the Director of Irrigation stating that it has been discovered that corrections are necessary in the estimate for completing the works at Kanukkeni tank, and submitting a corrected estimate for Rs. 66,727 in place of that which

has already been sanctioned by the Board. The amount of the former estimate is increased by Rs. 4,727, and the difference is due not to any change in the design, but to the inclusion of some timber which had been inadvertently omitted from the quantities of the piling at the proposed spill water.

Estimate for Rs. 66,727 sanctioned and Irrigation Engineer, Kanukkeni, informed. Copy of the letter sent to the President, Provincial Irrigation Board, Northern Province, for his information.

SOUTHERN PROVINCE.

432 **Denegama Tank.**—Memorandum dated 10th October, from the Director of Irrigation, submitting estimate for Rs. 1,183 for rubble filling to check scour at Denegama tank.

Estimate sanctioned and President, Provincial Irrigation Board, Southern Province, requested to have the work put in hand with the least possible delay.

EASTERN PROVINCE.

580 **Irrigation Works in Panama Pattu.**—Memorandum dated 12th October, 1900, from the Director of Irrigation, proposing to put the works of repairs in charge of Sub-Inspector David, who is at present working under the Provincial Irrigation Board, and to appoint Mr. P. B. Weerasinghe, who is working as an assistant to Mr. Cade in Mr. David's place, and requesting authority for the appointment of Mr. Weerasinghe as a Sub-Inspector on Rs. 720 per annum with an allowance of Rs. 240 on probation for one year on condition that he passes an examination in surveying and levelling before he is confirmed in his appointment, and for the transfer of Mr. David as proposed.

Approved.

Letter to Colonial Secretary dated 7th November, 1900, stating that the Central Irrigation Board have approved the appointment of Mr. P. B. Weerasinghe on Rs. 720 and an allowance of Rs. 240 per annum, and requesting that supplementary provision may be made for his salary and allowance for this year.

Letter from Colonial Secretary dated 22nd November, 1900, stating that such unforeseen expenses when duly authorized should be met from the lump vote of Rs. 700,000 pending separate provision in the Estimate for 1901. Supplementary estimate for his salary and allowance for this year from 1st November sanctioned.

615 **Pattipolai-aar Works.**—Memorandum dated 29th October, 1900, from the Director of Irrigation, submitting estimate of Rs. 1,796 for repairs to sluices at the Pattipolai-aar works.

Estimate sanctioned and Irrigation Engineer informed accordingly.

616 **Pattipolai-aar Works.**—Memorandum dated 29th October, 1900, from the Director of Irrigation, submitting estimate of Rs. 6,049 for protecting abutments of anicuts and sluices at the Pattipolai-aar scheme.

The sanction of the estimate is delayed pending the meeting of the proprietors.

438 **Sakamam and Vammiyadi Scheme.**—Memorandum dated 8th August, from the Director of Irrigation, submitting a memorandum of works included in the estimate of Rs. 59,058 for the Sakamam and Vammiyadi scheme.

Estimate sanctioned and the Irrigation Engineer and President, Provincial Irrigation Board, Eastern Province, informed accordingly.

Letter dated 17th September, from President, inquiring when the work will be commenced.

Letter dated 26th September, to President, informing that the works will be commenced as soon as possible.

Letter dated 24th October, from the Hon. the Colonial Secretary, inquiring how the work can be carried on at this time of the year.

Letter dated 27th October, to Colonial Secretary, reporting that the work can proceed at Sakamam tank in the collection of stone for building at the spill wall and the excavation of the inlet channel. The raising of the bund must wait till the weather dries up, as most of the earthwork must come from the bed of the tank. There is sufficient work to be done at present both at Sakamam and Vammiyadi to employ all the labour available there.

Letter dated 7th November, from Colonial Secretary, stating that a fresh meeting of the owners of the additional 1,547 acres sold under Sakamam should be held and the result reported to Government before any further action is taken.

Letter dated 12th November, to the Irrigation Engineer, Sakamam, requesting him to suspend all work pending a fresh meeting of the owners of the lands benefited.

Telegram dated 21st November, from the Government Agent, Eastern Province, informing that he held successful meeting at Akkarai pattu; owners of old and new land consented in writing to repay full cost of new works; letter and minutes follow in a few days.

Telegram dated 22nd November, to Irrigation Engineer, Sakamam, as follows:—"Work may be resumed at Sakamam and Vammiyadi."

Letter to Colonial Secretary annexing copy of the telegram sent by the Government Agent, reporting the result of the meeting and informing that the Irrigation Engineer has been wired to resume work.

Letter dated 28th November, from the Government Agent, Eastern Province, stating that he held a meeting on 19th instant at Akkarai pattu to consider how the cost of the new irrigation works at Sakamam and Vammiyadi was to be refunded to Government, and forwarding the minutes of the meeting with the signatures of landowners. States that the landowners have decided to continue paying the Rs. 15 per acre in fifteen annual instalments as agreed upon, and that the cost of the new works is to be repaid in ten annual instalments by all proprietors.

Letter dated 10th December, from the Colonial Secretary, stating that the consideration of the matter in question will be deferred pending receipt of the Government Agent's report and minutes of meeting. In the meanwhile there is no objection to the work being resumed.

Letter to Colonial Secretary, forwarding copy of Government Agent's letter No. 298 of 28th December, with copy of the proceedings of a meeting of landowners held on the 19th November.

Letter from Colonial Secretary, stating that the arrangement proposed and accepted at the meeting held by the Government Agent, Eastern Province, on 19th November, is considered satisfactory.

Ref No.

627 **Labour at Vakaneri.**—Letter dated 15th October, 1900, from the Irrigation Engineer, Vakaneri, submitting copies of correspondence between the Government Agent and himself for the information of the Board.

654 **Proceedings of the Provincial Board.**—Letter dated 13th November, 1900, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on the 7th November.

703 **Proceedings of the Provincial Board.**—Letter dated 10th December, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on 5th December.

589 **Restoration of Vilankulam.**—Memorandum dated 26th November, from the Director of Irrigation, submitting letter of President, Provincial Irrigation Board, Eastern Province, No. 292 of 21st November, with connected papers on the subject for the decision of the Board, and stating that the matter was before the Central Irrigation Board in 1898, and the President, Provincial Irrigation Board, Eastern Province, was informed that the tank should be repaired and the bund cleared by the villagers in the same manner as village tanks in other Provinces are repaired or restored. In view of this decision, as soon as he (Director of Irrigation) read resolution No. 12 of the Minutes of the Provincial Irrigation Board Meeting of 6th October, he wired to the President to stop work till the estimate was sanctioned.

The Director of Public Works states that he sees no reason to depart from the decision arrived at in 1898.

Mr. Seneviratne states that he thinks that the expenditure of a sum not exceeding Rs. 1,126·28 on the necessary repairs to Vilankulam is not opposed to the previous decision of the Central Irrigation Board.

The Director of Irrigation requests to know whether the sum of Rs. 1,126·28 said to be due to proprietors should be refunded and the sanction of the estimate refused. He does not think that the Provincial Irrigation Board or Central Irrigation Board have any right to expend the money to be refunded on any work, but the proprietors can do what they like with it when they get it back.

President informed that the Central Irrigation Board approve of the restoration of Vilankulam at a cost of Rs. 1,393 as estimated by Mr. Buttery, on condition the landowners signify their willingness to allow their refund of Rs. 1,126·28 to be appropriated to pay for it. An estimate for the small balance of Rs. 166·82 will, if it be found to be actually required, be sanctioned by the Central Irrigation Board, on condition the landowners re-pay it in ten yearly instalments. The work should be carried out by the Provincial Irrigation Board after the necessary meeting to approve of these conditions has been held.

CENTRAL PROVINCE.

544 **Proceedings of Provincial Board.**—Letter dated 25th September, 1900, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on 19th September.

608 **Annual Statements and Returns.**—Memorandum dated 24th October, 1900, from the Director of Irrigation, suggesting certain small alterations in the Irrigation Manual. Returns (*i*) and (*j*) referred to in sections 39 and 40 to be discontinued, and in sections 120, 121, and 123 the date fixed, viz., 15th November, to be altered to 1st August.

Sanctioned.

690 **Proceedings of Provincial Board.**—Letter dated 29th November, from the President, transmitting Minutes of Meeting of Provincial Irrigation Board held on 23rd November.

584 **Maintenance and Supervision of Irrigation Works.**—Memorandum dated 12th October, from the Director of Irrigation, submitting letter No. 60 of 10th October, from the President, Provincial Irrigation Board, Central Province, with connected correspondence for the opinion of the Central Irrigation Board. All the members agree with the remarks of the Director of Irrigation. His Excellency the President states that there was no authority given by the Central Irrigation Board, so far as he knew, for the action taken by the Director of Public Works and the Director of Irrigation in this matter. The arrangement was that the Irrigation Department should relieve the Public Works Department of irrigation works when it was in a position to do so. Apparently it is not in a position to do so in the Central Province, but in the decision of this point the Board should have had a voice. Orders that a meeting of the Central Irrigation Board be called for on Wednesday, the 7th November, at noon. At this meeting Mr. Wace, President, Provincial Irrigation Board, Central Province, was asked to send in a statement showing what works there are in the Central Province, and to suggest a scheme which will ensure the proper supervision of irrigation works in that Province.

677 **Irrigation Works.**—Memorandnm dated 23rd November, from the Director of Irrigation, submitting a memorandum on irrigation works in Central Province, by the Government Agent and President, Provincial Irrigation Board, Central Province, with his comments on it.

The Director of Public Works states that he is not against giving the Provincial Irrigation Board another Sub-Inspector, but on the distinct understanding that he is to be employed on his proper work and not in preparing plans, &c., of "marvellous possibilities" for the consideration of the Central Irrigation Board. The appointment of an irrigation officer to the Provincial Irrigation Board is entirely contrary to the present policy, and the proposal looks as if the President of the Provincial Irrigation Board wishes to assume the duties of the Irrigation Department.

His Excellency the President states that matters should remain as they were. The officers of the Public Works Department will continue to supervise. In future no transfer of duties from the Public Works Department to the Irrigation Department should be made without the approval of Government. This Department has no authority to interfere with another Department even with the consent of its Director, without the sanction of Government.

NORTH-CENTRAL PROVINCE.

364 **Remission of Rate.**—Papers 09081, from the Colonial Secretary, forwarding a letter from the Government Agent, North-Central Province, requesting authority to remit water-rate on 98 acres 0 rood 2 perches under Maha Bulankulam in Nuwaragam korale, as the shareholders have not been supplied with water, and only to charge it in future when water is supplied from Yoda-ela.

Papers returned and Colonial Secretary informed that the Central Irrigation Board is of opinion that the application for the remission of rate should be refused.

Ref. No.

535 **Maha Iluppallama Tank.**—Memorandum dated 19th September, 1900, from the Director of Irrigation, submitting an estimate of Rs. 39,450 for the completing of Maha Iluppallama tank.

Estimate sanctioned and the Irrigation Engineer, Anuradhapura, and President, Provincial Irrigation Board, North-Central Province, informed accordingly.

560 **Proceedings of the Provincial Board.**—Letter dated 5th October, 1900, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on the 2nd October.

550 **Nachchiyaduwa, Nuwarawewa, and connected Works.**—Memorandum dated 28th September, 1900, from the Director of Irrigation, submitting estimate of Rs. 3,090 for the survey of Nachchiyaduwa, Nuwarawewa, and connected works.

Estimate sanctioned and Mr. J. A. Balfour, Irrigation Engineer in charge, and the President, Provincial Irrigation Board, North-Central Province, informed accordingly.

498 **Kalawewa Yoda-ela.**—Memorandum dated 29th August, 1900, from the Director of Irrigation, submitting estimate of Rs. 154,168 for improving the Kalawewa Yoda-ela with memorandum of works included and two sheets of tracing. The Director of Public Works states that if a plan showing the irrigable area, and the position of the sluices and the area supplied for each is available, he should like to see it, also asks for information regarding the calculated velocity and discharge, in the various sections between the above-mentioned sluices. The Surveyor-General states that Kalawewa has suffered from want of proper supervision, and the upkeep allowances has also been insufficient, and it would be well to consider the future maintenance of both the Yoda-ela and Kalawewa before commencing operations.

The Director of Irrigation states, there is no plan, as far as he could ascertain, showing the area under each sluice, but the calculations are based on such information as could be obtained by the officers on the spot. The question was considered at great length by Mr. Parker and Mr. Acland and the calculations are theirs. The depth of water, the bed widths, and gradients of the channel are given in the section attached, and the side slopes are one to one, so that the velocity can be calculated at any point desired. He has no table of the velocities to attach. The Director of Public Works states that the papers are not complete in his opinion without the information asked for.

The Director of Irrigation attaches table of velocities and discharges, also all the information regarding the land under each sluice that is available. There is no plan in existence. Requests to state whether the estimate should in his opinion be sanctioned or refused sanction.

The Director of Public Works states that the work is one of considerable importance and advises sanction of the estimate.

Estimate sanctioned and the Irrigation Engineer, Anuradhapura, and the President, Provincial Irrigation Board, North-Central Province, informed accordingly.

653 **Repairs to Tank Sluices.**—Letter dated 13th November, 1900, from the President, submitting that the Chief Irrigation Inspector, in connection with certain correspondence which had passed between him and the Provincial Irrigation Board, submitted an estimate for Rs. 1,500 for repairs of leaky sluices of ten village tanks in Kadavat korale of Nuwaragam palata. This estimate was submitted at a meeting of the Provincial Irrigation Board, and he was directed to furnish a separate estimate drawn up with due care and after proper inspection for each tank. The Chief Irrigation Inspector wrote submitting fresh estimates still aggregating the total of Rs. 1,500, stating that the repairs proposed in nine out of the ten tanks were already completed. He was asking sanction of his estimate, and throughout the correspondence gave not the slightest hint that he was proceeding with the work without sanction. The Chief Irrigation Inspector was called before the Board and asked for his explanation, but could give none. He said he had spent about Rs. 450, and again furnished a statement showing an expenditure of Rs. 792·16, to which transport charges have to be added. The Provincial Irrigation Board has refused to pass any of the expenditure and has called upon the Chief Irrigation Inspector to pay it himself, and requests the Central Irrigation Board to confirm its action.

The Director of Irrigation states that if the subordinate officers of the Provincial Board, take upon themselves to act without the authority of the Board in the manner that it appears the Chief Irrigation Inspector has acted in this case, they should be held responsible. Considers the action of the Board should be confirmed.

Letter to President informing that the action of the Provincial Irrigation Board in repudiating the reputed expenditure on repairs to village tank sluices is confirmed.

663 **Proceedings of the Provincial Board.**—Letter dated 19th November, 1900, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on 13th November.

558 **Migassegama Tank.**—Memorandum dated 20th November, from the Director of Irrigation, submitting letter No. 171 of 4th October, from the President, Provincial Irrigation Board, North-Central Province, informing that the people of Migassegama have applied for remission of water-rate on the ground that they receive no water from the Yoda-ela, and inquiring whether the remission should be recommended to the Colonial Secretary.

Approved.

670 **Kalawewa Yoda-ela.**—Memorandum dated 22nd November, from the Director of Irrigation, stating that in order to permit the carrying out of the works on estimate No. 206 of 1900 for Rs. 154,168 for the improvement of the Kalawewa Yoda-ela, it will be necessary to close the lowest 25 miles of the Yoda-ela next year throughout the whole of the south-west monsoon. Requests the sanction of the Board for this arrangement, of which notification must be given to the Colonial Secretary.

Sanctioned and President informed accordingly.

Letter to Colonial Secretary requesting him to inform the Government Agent, North-Central Province, of the approval of the closure of the Yoda-ela, and to request that he will take any necessary steps in connection with it, including a notification of the closure to all cultivators and landowners concerned.

708 **Proceedings of the Provincial Board.**—Letter dated 14th December, from the President, transmitting Minutes of Meeting of the Provincial Irrigation Board held on 12th December.

413 **Kirindewatte Tank.**—Letter dated 25th July, from the President, submitting estimate for Rs. 2,115 for restoring the Bisokotuwa sluice of Kirindewatta, and stating that Kirindewatta is about 100 acres and head of water at sluice 10 feet. From 60 to 80 acres are irrigated.

Ref. No.

Letter dated 30th July, from the Director of Irrigation, stating that the expenditure recommended for the repair of the sluice alone amounts to Rs. 30 per acre, which is not a reasonable expenditure. Calls for a plan or section of the Bisokotuwa and culvert as it stands.

Letter dated 10th October, from the President, forwarding plan and section as called for.

Letter dated 29th October, from the Director of Irrigation, returning the tracing to have the position of the pipe sluice inserted therein.

Letter dated 19th November, from the President, returning the tracing having the position of the pipe sluice inserted as requested.

Letter dated 22nd November, from the Director of Irrigation, inquiring whether the Bisokotuwa at Kirindewatte tank is in danger of falling down.

Letter dated 5th December, from the President, informing that the Bisokotuwa is not in danger of falling down, but the culvert is reported to get frequently choked up and to give a lot of trouble to the villagers.

The Director of Public Works states that sufficient grounds for incurring the proposed expenditure have not been given. Apparently because the existing arrangements "are reported to give a lot of trouble to the villagers" an expenditure of Rs. 2,115 is proposed.

The Director of Irrigation states that he does not consider that the proposal of the Provincial Irrigation Board will in any way mitigate the trouble to the villagers in keeping the sluice clear. At present the obstructions all pass through the 6-inch pipe sluice, and there is no apparent reason why they should choke up a one foot square opening after passing through a hole one-fifth of the area. Discredits the statement that the culvert is frequently choked up, and considers that the estimate should not be sanctioned.

His Excellency the President states that the views of the Director of Irrigation should be explained to the Provincial Irrigation Board, which should have an opportunity of replying. President informed accordingly and requested to send in the further opinion of the Provincial Board.

NORTH-WESTERN PROVINCE.

591 **Pay of Survey Coolies.**—Memorandum dated 17th October, from the Director of Irrigation, annexing extract from letter from the Irrigation Surveyor, Nikaweratiya, and requesting authority of the Board to pay survey coolies at a rate not exceeding 75 cents per day in the North-Western Province.

The Surveyor-General states that the average daily rate for survey coolies in the North-Western Province for September was 45 cents, and if his Department can obtain men for such rates, he does not see why the Irrigation Surveyor should not do the same.

Minute dated 12th November, from the Director of Irrigation to His Excellency the President, stating that it is not a question of the average daily rate as the Surveyor-General's Minute would imply, but of the maximum rate if the schedule rate of the Public Works Department is exceeded, the accounts will not pass Audit. If Mr. Berwick cannot get survey coolies the work will have to stop.

His Excellency the President inquires if the Survey Department can obtain coolies for 45 cents why cannot the Irrigation Department do so?

The Director of Irrigation states that the Survey Department pay an average rate in the North-Western Province of 45 cents; they have no surveys he thinks at present near the railway. The Irrigation Assistant states that the villagers are being paid 50 cents on the railway, and the Surveyor states that he cannot get labour for 50 cents a day. His Excellency the President requests to send the papers to the Government Agent for his opinion.

The Director of Irrigation submits the opinion of the Government Agent, and states that the last paragraph suggests an *average* of 50 cents a day and the penultimate paragraph a *maximum* of 62½ to 75 cents. The schedule of rates fixes the maximum rates, and any excess is surcharged by Audit.

His Excellency the President states that Mr. Berwick should report all cases in which he finds it necessary to pay more than 50 cents.

419 **Meddekettiya Tank.**—Memorandum dated 1st November, 1900, from the Director of Irrigation, submitting letter from the President, Provincial Irrigation Board, North-Western Province, No. 76 of 28th July, 1900, with estimate of Rs. 2,070 for repairs to Meddekettiya tank.

Estimate sanctioned and President informed accordingly.

392 **Tinipitiya Tank.**—Letter dated 27th October, 1900, from the Hon. the Colonial Secretary, forwarding copy of a report from Mr. Parker suggesting remedies for certain defects complained of by those concerned in the Tinipitiya tank, and recommends his proposal for the consideration of the Central Irrigation Board. The Director of Irrigation reported that the survey of the lands affected by the improvements that are needed at Tinipitiya can, if authorized, be undertaken by his staff after the end of the current year. It is reported to cost Rs. 1,000.

199 **Manufacture of Cement Concrete Pipes.**—Letter dated 5th April, 1900, from the President, submitting estimate for Rs. 2,557·14 for manufacturing cement concrete pipes for sluicing 100 village tanks.

The Director of Irrigation states that the cement pipe sluices appear to do very well up to about 8 ft. head. There are very few tanks under 5 ft. head, and thinks it is better to put in pipe sluices even for 4 ft. head than that the water should be taken by cutting the bund, because the trenches cut are never properly filled up and the frequent breaching of the tank results.

Estimate sanctioned and Provincial Irrigation Board informed, and requested that the Chief Irrigation Inspector may receive instructions to keep a stock book and an issue book, and that every pipe made may be entered up daily and also the issues, so that the distribution of the pipes may at any moment be ascertainable.

PROVINCE OF UVA.

577 **Horaborawewa Tank.**—Memorandum dated 5th October, 1900, from the Provincial Engineer, Uva, submitting for the sanction of the Central Irrigation Board an amendment on estimate No. 201 of 1898, as required by the Hon. the Auditor-General, with a copy of the original estimate.

Amendment sanctioned.

Ref. No.

PROVINCE OF SABARAGAMUWA.

697 **Appointment of a Clerk.**—Letter dated 7th December, from the President, recommending the appointment of a clerk to attend to the works in connection with the Provincial Irrigation Board. The Public Works Department has given over all the accounts to the Board, and the entire work has to be done by a Kachcheri clerk, who finds it impossible to do the work in addition to his other Kachcheri duties.

Sanctioned and President informed accordingly.

GENERAL.

574 **Irrigation Staff.**—Memorandum dated 10th October, from the Director of Irrigation, requesting the authority of the Central Irrigation Board to engage two surveyors, Messrs. C. Muttuvelu and M. A. Vasagam, as assistant surveyors at a salary of Rs. 1,200 per annum each, with such allowances as the Central Irrigation Board may approve on his recommendation under the circumstances in which they will be employed.

The appointment to be on probation for one year.

Approved.

Letter dated 7th November, 1900, to the Colonial Secretary, stating that the Central Irrigation Board have approved the appointment of the two surveyors and requesting that supplementary provision may be made to the vote for salaries and allowances for 1900 for their pay, and that the Treasurer may be instructed to advance him the amount.

Letter from Colonial Secretary, dated 23rd November, 1900, approving the appointments and informing that the Treasurer will be authorized to advance to him the sum of Rs. 400.

517 **Travelling Allowance to Officers of the Irrigation Department.**—Memorandum dated 13th September, 1900, from the Director of Irrigation, submitting for the approval of the Central Irrigation Board regulations for travelling allowances to officers of the Irrigation Department.

Letter dated 19th November, 1900, to the Colonial Secretary, forwarding for sanction of Government a copy of the regulations which have been approved of by the Central Irrigation Board at the Meeting held on 7th November, except the latter part of clause 18 which has not been approved.

Letter dated 15th December, 1900, from the Colonial Secretary, transmitting copy of a report thereon by the Auditor-General, and stating that His Excellency the Governor has been pleased to sanction the rules subject to the modification proposed by Audit, except as regards the substitution in clause 9 of mileage for actual expenses incurred.

563 **Surveying Instruments.**—Memorandum dated 8th October, 1900, from the Director of Irrigation, requesting authority to purchase a secondhand 5-inch theodolite in good working order belonging to Mr. Emerson, District Engineer, Maradankadawala, at Rs. 200.

Authorized.

619 **List of Staff of Irrigation Clerks.**—Memorandum dated 29th October, 1900, from the Director of Irrigation, submitting list and applying for two additional clerks to cope with the present increase of work.

Sanctioned the employment of two additional clerks.

646 **Commuted Allowance for Mr. W. Bowden, Assistant Engineer.**—Memorandum dated 10th November, 1900, from the Director of Irrigation, recommending that a commuted allowance of Rs. 360 per annum be granted to Mr. Bowden to cover his expenses in fetching money and making his payments.

Sanctioned accordingly.

636 **Draughtsmen employed in the Head Office.**—Submits a list of the amounts of salaries drawn by the Draughtsmen temporarily employed at the office of the Director of Irrigation during the quarter ended 30th September, 1900, on estimate No. 162, sanctioned 26th June, 1900.

674 **Death of an Assistant Surveyor.**—Memorandum dated 23rd November, 1900, from the Director of Irrigation, recording the death of Mr. Seenicutty, an assistant surveyor in the North-Western Province. He had six months' service and drew Rs. 30 per mensem. He died on the 19th November, 1900, in Nikaweratiya hospital of malarial fever.

675 **Travelling Allowance.**—Memorandum dated 23rd November, 1900, from the Director of Irrigation, informing that the estimate of Rs. 5,000, sanctioned by the Central Irrigation Board for travelling expenses, is almost exhausted and at date there is a balance of only Rs. 470·22, but claims to over this amount have been received and are with Audit.

Requests that a supplementary vote for Rs. 1,000 may be allowed for this year.

Supplementary estimate for Rs. 1,000 for travelling allowances and expenses, 1900, sanctioned.

363 **Amended Minutes of Proceedings of the Central Irrigation Board Meeting** held on 27th June, 1900.

625 **Minutes of Proceedings of the Central Irrigation Board Meeting** held on 7th November, 1900.

623 **The Acting Irrigation Engineer, Minneri.**—Memorandum dated 30th October, 1900, from the Director of Irrigation, stating that Mr. Eves, a District Engineer of the Public Works Department, seconded for employment in the Irrigation Department, has expressed a desire to assume duties as a District Engineer, Public Works Department, in preference to the work he is now employed on, viz., the restoration of Minneri tank.

Has recently inspected the work at Minneri and is of opinion that a change is desirable. Recommends that Mr. Eves' services be placed at the disposal of the Director of Public Works, and that Mr. G. D. Gordon, who has had many years experience as a contractor or employer of labour in Ceylon and South India, be appointed Irrigation Engineer on the same terms as are being now offered to Engineers from England, viz., for the first three years of their service Rs. 4,000 per annum on an agreement for three years, the first year on probation with commuted allowance of Rs. 50 per mensem.

Sanctioned.

Letter dated 8th November, to Colonial Secretary, informing sanction of the Central Irrigation Board to the appointment of Mr. Gordon to take the place of Mr. Eves, and requesting that the Director of Public Works may be notified and requested to inform him upon what date Mr. Eves can assume duties in his Department.

Ref. No.

Letter dated 20th November, from Colonial Secretary, requesting to communicate with the Director of Public Works and then report further on the matter.

Letter dated 22nd November, to Director of Public Works, requesting to inform him when it will be convenient to him for Mr. Eves to assume duties in the Public Works Department.

Letter dated 24th November, from Director of Public Works, informing him that he is prepared to find Mr. Eves employment any time after 1st December, and he should report himself to him in Colombo.

Letter dated 27th November, to Colonial Secretary, informing that the Director of Public Works reports that he is prepared to find Mr. Eves employment any time after 1st December on his reporting to him in Colombo.

Letter from Colonial Secretary, dated 11th December, forwarding a copy of letter addressed to Director of Public Works, informing that His Excellency the Governor approves the employment of Mr. Eves at Colombo as Assistant Engineer pending the return from leave of Mr. A. W. Taffs.

656 **Arrival of an Irrigation Engineer.**—Memorandum dated 11th December, from the Director of Irrigation, informing the arrival on the 27th November of Mr. J. H. W. Park, one of the new Engineers, and proposing to send him to take up the survey of Mahagalkadawala tank, North-Central Province, and of the Yoda-ela from Nuwarawewa to that tank. One of the other Engineers shortly expected will work with him on arrival.

Approved.

648 **Mr. J. H. C. Chute.**—Memorandum dated 29th December, from the Director of Irrigation, reporting the arrival on the 16th December of Mr. J. H. C. Chute, one of the new Engineers, and proposing to send him to join Mr. Park in the survey of Mahagalkadawala and connected works and the Yoda-ela to it from Nuwarawewa. These surveys have already been approved of by the Central Irrigation Board.

Approved.

714 **Mr. H. W. Joyce.**—Memorandum dated 28th December, from the Director of Irrigation, stating that eight Engineers were asked for for the following works: two for Mahagalkadawala, one for Pavatkulam, one for Vavunikulam, two for Karachchi, and two for works near the Northern Railway. Mr. Joyce's qualifications appear to be such as render him very suitable for the work of this Department. There are still several vacancies to be filled up, and Engineers do not seem readily obtainable in England.

Recommends that Mr. Joyce be offered an appointment for three years on Rs. 4,000, the first year on probation, and that he be authorized to communicate with Mr. Joyce at once.

Approved and Mr. Joyce informed accordingly, and requested to inform Director of Irrigation when he will be prepared to take up his appointment.

404
412 **Quarterly Progress Reports for Second Quarter, 1900.**

ESTIMATES.

The following estimates submitted by the Provincial Irrigation Boards have received the sanction of the Central Irrigation Board :—

	Amount. Rs. c.	Remarks.
Northern Province.		
394 Sub-inspector's quarters, Mantai, for repairing the quarters of the Sub-Inspector, Village Tanks, Mantai	75 0 ...	Special apportionment for urgent minor works
538 Sinnar dam, for repairing the leaks to the Sinnar dam at Mullaittivu	12 0 ...	do.
634 Irrigation bungalow at Kanakarayankulam, for minor repairs to the irrigation bungalow at Kanakarayankulam ...	17 50 ...	do.
Southern Province.		
432 Denegama tank, for rubble filling to check scour at Denegama tank	1,183 0 ...	Apportionment, 1900
Eastern Province.		
508 Pattipolai-aar extension scheme, for surveys of the extension of Pattipolai-aar irrigation scheme	5,000 0 ...	Surveys, 1900
551 Guardian's bungalow at Irrakamam, for building a guardian's bungalow at Irrakamam	1,813 0 ...	Apportionment, 1900
507 Tembittiya tank, for the restoration of Tembittiya tank	16,604 0 ...	do.
615 Pattipolai-aar works, for repairs to sluices at the Pattipolai-aar works, Eastern Province. ...	1,796 0 ...	do.
521 Allai tank, for repairs to Allai tank ...	400 0 ...	do.
659 Transport of Central Province sluices, for transport of pipe sluices to Village Tanks, Batticaloa and Kalmunai Districts, Eastern Province	500 0 ...	do.

Ref. No.		Amount. Rs. c.		Remarks.
372	**Vakaneri scheme**, for the proposed irrigation works at Vakaneri, Eastern Province ...	353,654	50 ...	Apportionment, 1900
686	**Kanthalai tank**, for repairs to Kanthalai tank	50	0 ...	do.
555	**For repairs to a leak** at the Palugannawa tank spill, Eastern Province	100	0 ...	do.
685	**Quarters for Sub-inspector, Panama**, for erecting quarters for the Sub-Irrigation Inspector, Panama pattu ...	180	0 ...	do.
705	**Mutur channel from Allai tank**, for constructing a headwork on the Mutur channel, Trincomalee District	39	0 ...	do.
	Western Province.			
673	**For sinking a trial pit** at the site of a proposed lock near the Kelani river ...	17	0 ...	Special apportionment for urgent minor works
	North-Central Province.			
535	**Maha Illuppalama**, for completing the restoration of Maha Illuppallama tank ...	39,450	0 ...	Apportionment, 1900
278	**Embulgaswewa**, for repairing the spill water at Embulgaswewa	76	0 ...	Special apportionment for urgent minor works
550	**Nachchiaduwa**, for the survey of Nachchiaduwa, Nuwarawewa, and connected works ...	3,090	0 ...	Apportionment, 1900
509	**Distribution gate**, for a distribution gate for Muna Sinnatamby's land under Goda Kalawewa channel	175	0 ...	Apportionment, 1900
498	**Kalawewa Yoda-ela**, for improving the Kalawewa Yoda ela	154,168	0 ...	do.
676	**Ipolagama bungalow**, for whitewashing the irrigation bungalow, Ipolagama, North-Central Province	50	0 ...	do.
602	**Horiwila tank**, for the survey of Horiwila tank	95	20 ...	do.
712	**Printing of registers**, for printing certain registers for the use of the Irrigation Inspector, North-Central Province ...	185	0 ...	do.
713	**Maps**, for mounting two maps, viz., irrigation map of the Province and topographical survey of Ceylon for the use of the Provincial Irrigation Board, North-Central Province ...	35	0 ...	do.
	North-Western Province.			
419	**Meddekettiya tank**, for repairs to Meddekettiya tank (supplementary)	2,070	0 ...	Apportionment, 1900
700	**Subsidiary channel under Maha Uswewa**, for survey of Maha Uswewa subsidiary channel	100	0 ...	do.
	Province of Uva.			
594	**Taldena-ela**, for rebuilding the damaged masonry and other repairs to defective masonry on Taldena-ela, Wiyalawa division, Uva ...	680	0 ...	Apportionment, 1900
643	**Medabeddawewa**, for repairs to Medabeddawewa sluice in Bintenna, Uva ...	110	0 ...	do.
219	**For the employment of two overseers** for the supervision of village tanks, Uva	60	0 ...	do.
711	**Dikwella-ela**, for supplying deficit planks to Dikwella-ela anicut, Uva	51	0 ...	Special apportionment, 1900
	Province of Sabaragamuwa.			
614	**Embilipitiya tank**, for repairs to the sluice of Embilipitiya tank	110	0 ...	Apportionment, 1900
	General.			
563	**For the purchase** of a secondhand 5-inch theodolite	200	0 ...	Irrigation fund, 1900
626	**New engineers**, for the payment of the salaries of Irrigation Engineers, &c. ...	4,830	53 ...	Salaries, &c., 1900 (supplementary vote)

Ref. No.		Amount.			Remarks.
		Rs.	c.		
624	**Instruments,** for the payment of instruments, &c., received from England ...	—		...	Irrigation fund, 1900
478	**Allowance to Irrigation Engineers,** for the payment of commuted allowance to two Irrigation Engineers and Assistant Engineer ...	531	67	...	do.
631	**Labour,** for recruiting labour for irrigation works	1,000	0	...	do.
671	**For the purchase** of four tents for the Irrigation Engineers	606	25	...	do.
211 418	**For the purchase** of surveying and drawing instruments	178	72	...	do.
580	**For the payment of salary and allowance** to a Sub-Inspector in the Irrigation Department	160	0	...	Salaries and allowances, 1900 (supplementary vote)
675	**For travelling allowances** and expenses, 1900 (supplementary)	1,000	0	...	Irrigation fund, 1900
681	**Stationery,** for the purchase of stationery for the use of the Irrigation Department for 1900...	500	0	...	do.
692	**Instruments, &c.,** for the purchase of measuring chains and drawing boards ...	81	0	...	do.
706	**For the payment of the salaries** of irrigation officers during 1900 ...	1,020	0	...	Salaries and allowances, 1900 (supplementary vote)

MODE OF REPAYMENT OR CONDITIONS.

a.—Repayment to be made in annual instalments.

b.—Rate in perpetuity for interest and upkeep in lieu of repayment.

c.—Gratuitous. No payment to be made in respect of this expenditure.

WEST RIDGEWAY,
President.

APPENDIX B.

REPORTS OF OPERATIONS

OF THE

PROVINCIAL IRRIGATION BOARDS, 1900.

WESTERN PROVINCE.

FROM the balances brought forward from previous years the sums shown below were expended on the following works during the year :—

	Rs.	c.
Kotugoda anicut	92	18
Boralesgomuwa tank	671	82
Nikatu-ela sluice	44	0
	808	0

The following estimates were sanctioned against the apportionment for 1900:—

	Rs.	c.
Nikatu-ela sluice	33	0
Thoragala-ela sluice gate	130	0
	163	0

The following amounts were expended :—

	Rs.	c.
Nikatu-ela sluice	31	77
Thoragala-ela sluice gate	53	65
	85	42

An estimate amounting to Rs. 22·62 was sanctioned under the head Urgent Minor Works. Of this amount, a sum of Rs. 22·50 was expended for removing weeds, Nikatu-ela sluice.

The maintenance vote for the year was Rs. 381, as follows :—

	Rs.	c.
Nikatu-ela sluice	136	0
Polgaha tank	50	0
Kadurugaha tank	50	0
Dikmaga Ihala tank	50	0
Dikmaga Pahala tank	50	0
Attidiya sluice and Padakada dam	45	0
	381	0

The amount expended was Rs. 328·91, as follows:—

	Rs.	c.
Nikatu-ela sluice	135	68
Polgaha tank	42	75
Kadurugaha tank	45	25
Dikmaga Ihala tank	44	25
Dikmaga Pahala tank	42	75
Attidiya sluice and Padakada dam	18	23
	328	91

Attidiya Sluice.—This was constructed in 1890 at a cost of Rs. 1,134·41, the fieldowners interested in the work agreeing to contribute Rs. 800 in ten annual instalments. They have paid all the instalments, and the fields benefited have been assessed at ten cents per acre in terms of the 51st and 52nd sections of the Ordinance No. 23 of 1889. Steps are being taken for the recovery of the rate.

Remuna Tank.—The sluice gates of this tank have been damaged owing to the neglect on the part of the villagers, and steps are being taken to have the necessary repairs executed at the expense of the villagers.

Talangama Tank.—24,000 bricks bought for the repairs of this tank were sold during the year, and the proceeds of sale, Rs. 124, were remitted to the Director of Irrigation to be credited to the Irrigation Fund.

The Kachcheri,
Colombo, March 21, 1901.

F. R. ELLIS,
President.

27-00

CENTRAL PROVINCE.

THE Board held six meetings during the year.

CONSTRUCTION.

No large works were undertaken during 1900. The want of surveyors has again delayed the execution of important works.

The following are the sums spent on repairs to irrigation works :—

(1) *Sluices at Wahakotte Tank, Rs. 138·37.*—The balance on the estimate of Rs. 336, sanctioned in November, 1898, was spent this year. The sluice has now been adjusted.

(2) *Pelweherawewa Tank.*—A sum of Rs. 666·57 has been spent this year on repairs to this tank. The original estimate was Rs. 667. The leaks in the bund have now been adjusted.

(3) Lamasuriyagama-ela bungalow was repaired at a cost of Rs. 361.

(4) *Cement Pipes.*—This estimate for Rs. 1,000, and Rs. 300 framed for manufacturing cement pipes for village tanks. These have been completed at a cost of Rs. 965·62 and Rs. 293 on each estimate.

MAINTENANCE.

The following is a statement showing the sums spent this year on maintenance of irrigation works in the whole Province :—

Maintenance of Irrigation Works.

No. of Estimate.	Date of Sanction.	Work.	Amount of Estimate.	Expenditure.	Balance.
			Rs. c.	Rs. c.	Rs. c.
78	March 8, 1900	For maintenance of Ma-ela	400 0	397 2	2 98
79	Do.	do. Waduwan-ela	200 0	197 90	2 10
80	Do.	do. Bodi-ela	400 0	399 52	0 48
81	Do.	do. Lamasuriyagama-ela Guardian's bungalow	300 0	248 0	52 0
82	Do.	do. Barrack plain reservoir ...	25 0	18 25	6 75
83	Do.	do. Karawilahena tank ...	50 0	45 44	4 56
84	Do.	do. Nadeniya amuna	20 0	19 20	0 80
85	Do.	do. Elahera head sluice ...	25 0	20 25	4 75
86	Do.	do. Village tank sluice, Matale ...	250 0	247 75	2 25
87	Do.	For village labour supervision	375 0	373 85	1 15
88	Do.	For maintenance of Bowatenna channel ...	120 0	117 59	2 41
89	Do.	do. Weeragahapelessa ...	10 0	9 10	0 90
90	Do.	do. Dimbulla tank	10 0	9 90	0 10
91	Do.	do. Eraulla tank	35 0	34 35	0 65
92	Do.	do. Nichol-oya upper ela ...	25 0	24 25	0 75
93	Do.	do. Kurukulaya amuna ...	50 0	48 29	1 71
94	Do.	do. Pelwehera tank	200 0	200 0	—

SURVEYS.

Two important surveys were completed this year :—

(1) Lamasuriyagama-ela, including the extension, was surveyed at a cost of Rs. 165·40.

(2) The survey of the Ma-ela was completed at a cost of Rs. 240·80.

There were two other surveys sanctioned, which owing to the want of a surveyor had to be abandoned this year :—

(1) Survey of a permanent anicut at the head of Bowatenna channel.

(2) Survey of the Dorawalagala Loluwala schemes.

URGENT MINOR WORKS.

Under this head it was found necessary to spend a sum of Rs. 76 for urgent repairs to Waduwawala-ela. Two other estimates were sanctioned this year, but they will be charged against the vote of 1901 :—

	Rs. c.
(1) Ma-ela breach	28 0
(2) Bodi-ela	15 15

IRRIGATION : SALARIES AND ALLOWANCES.

Estimate	Date.	Particulars.	Amount of Vote.	Amount expended.	Balance.
			Rs. c.	Rs. c	Rs. c.
—	—	Salaries, Sub-Inspector, Matale	720 0	660 0	60 0
—	—	Allowance, Sub-Inspector, Matale	240 0	220 0	20 0
6	—	Salaries, Sub-Inspector, Nuwara Eliya ...	1,000 0	916 67	83 33
7	—	Allowance, Sub-Inspector, Nuwara Eliya ...	360 0	330 0	30 0

WORKS PROPOSED FOR 1901 IN KANDY DISTRICT.

(1) Repairs to the channel of the Weerapitiya-ela. An estimate for Rs. 8,500 has been submitted.

(2) Repairs to Udugoda Bandara-ela in Pata Dumbara at a cost of Rs. 1,270 sent to the Director of Irrigation.

(3) Improvements to the Lamasuriyagama-ela.

I regret that I was not able to visit during last year the many irrigation works in the Nuwara Eliya District, which have so long and so unsuccessfully been brought before the Central Irrigation Board, but I hope to inspect them all early this year.

In the meantime I append a memorandum which I submitted to the Central Irrigation Board pointing out the claims of this Province for further and more constant attention to the claims of the villagers for assistance in maintenance and improvement of their old irrigation elas and amunas and for the development and extension of those already existing.

In reply to this memorandum the Public Works Department officers of the district were directed to continue to supervise the irrigation works of the Province and supervise the work of the irrigation officers in each district, but no separate irrigation officer has been yet appointed.

H. WACE,
President.

ANNEXURE.

Memorandum on Irrigation Work in the Central Province.

FROM the Appendix E attached to the reports of the Central and Provincial Irrigation Boards, Sessional Paper XX. of 1899, it appears that a sum of Rs. 284,765·53 has been expended on irrigation works in the Central Province therein enumerated, of which only Rs. 23,462·04 was spent on village tanks in the Matale District up to the end of 1898. The above sum is exclusive of the expenditure on upkeep and repairs, amounting to Rs. 15,048·18. The maintenance of many of the works requires skilled labour, which it is impossible for villagers to supply, and even if no further expenditure on irrigation works in the Central Province were to be incurred, constant supervision by some qualified engineer is necessary, if the works already executed are to be properly and economically maintained and the capital outlay not to be endangered by risk of serious damage occurring owing to repairs, possibly trifling, originally not being carried out.

2. Even where no direct charge for maintenance is made upon irrigation funds, and repairs are left to villagers, the necessity for skilled labour is none the less necessary, if the cost of maintenance in labour is not to be thrown away by being improperly applied.

3. The whole scheme of the irrigation as understood and set out in the Ceylon Irrigation Manual depends on constant supervision of a superior officer. This supervision has been hitherto supplied by officers of the Public Works Department, and irreparable damage to irrigation works already constructed as well as delay and disappointment in the development and extension of irrigation work in this Province will ensue, if adequate arrangements for the continuance of the supervision exercised in previous years is not provided by the new Irrigation Department.

4. In the list above quoted there are—

Twenty-one works specified in the Kandy District.
Sixteen works specified in the Matale District, exclusive of 141 village tanks.
Twenty-one works specified in the Nuwara Eliya District.

5. The only officers of the Irrigation Department in this Province at present are Mr. Caspersz, Sub-Inspector in the Nuwara Eliya District, drawing a salary of Rs. 1,000 per annum and an allowance of Rs. 360 per annum, and Mr. Thalayasingam, the Sub-Inspector of Village Tanks in the Matale District. There is no one at all in the Kandy District.

6. These officers were hitherto supervised and received their instructions from the officers of the Public Works Department in this Province, under the direction of the Provincial Engineer, who, fortunately for the interests of irrigation, has always taken a great interest in this work.

7. In addition to the above works, many of which are to my own personal knowledge at the present moment in very great disrepair and in need of prompt attention if they are to serve the purpose of irrigation channels at all, there are very many works throughout the villages of the Central Province which require attention and skilled repairs. The villagers are willing enough to contribute to the cost of repair and upkeep, but until we can get officers to make surveys and estimates we cannot help them. These works are of as much importance to the Kandyans in the hill villages as the large irrigation works which possibly appeal to the imagination and sympathies of the Central Irrigation Board in the low-country of other Provinces, and I venture to assert that there is no part of Ceylon with which I have been familiar in which less has been done to meet the wishes of the landowners and encourage their own efforts to help themselves than in the Central Province. The very nature of their irrigation channels, led round the hills for long distances, crossing streams constantly swollen by heavy rains, proves the need of assisting those who have opened them, but are powerless without skilled labour and scientific advice to maintain and keep them open. It is time that the landowners in the Central Province were given some of the assistance to contend with the forces of nature in maintaining the irrigation works, which has been freely given in other Provinces, was not denied in previous years in this Province, but which has certainly not been extended in more recent years.

8. In addition to these claims which merit attention in all parts of the Central Province, there are the larger works which still await survey. Part of the Matale East and North District and of Dumbara in the Kandy District are still practically uninhabited for want of water for irrigation purposes, although large rivers, such as the Mahaweli-ganga, Amban-ganga, and Kalu-ganga, intersect them and run to waste.

If any attempt is to be made to develop these areas, the services of a competent and skilled irrigation officer will be required, if only to consider the practicability of these schemes proposed and to place them intelligibly before the Central Irrigation Board.

9. As regards the requirements of the Nuwara Eliya District, I beg reference to the Administration Report of Mr. W. E. Davidson for 1899 and the lists B, C, and D attached thereto. The work hitherto done has been of immense advantage, and extension of the irrigation works in Walapane is the most pressing need in that district. The refusal to grant chena licenses in that district makes it more incumbent on the Government to provide the amunas and channels required for irrigating the lands which the villagers are ready to cultivate.

10. I trust the Central Irrigation Board will recognize in the above remarks the wide field that there is still in the Central Province for useful and remunerative expenditure on small original works, such as village amunas and elas, apart from the larger and more ambitious schemes enumerated, remembering that it is on the maintenance of the existing channels throughout the villages that we depend for the sustenance and food of the inhabitants of the villages, which will in the future provide colonists and cultivators under the larger schemes, not only in this, but in the adjacent Provinces.

11. For these reasons I trust that I shall not be thought unreasonable in urging the appointment from 1st June, 1901, of the following irrigation officers to work in the Province, viz. :—

(1) An additional Sub-Inspector on a salary of Rs. 720, with allowance of Rs. 240 per annum.

(2) An Irrigation Officer on a salary of Rs. 3,000, and with a commuted allowance of Rs. 1,000 per annum.

12. The Sub-Inspector will work for the present in the Kandy District, each of the officers now in the Matale and Nuwara Eliya Districts having more than sufficient employment in the supervision of the existing irrigation works, maintenance works, and surveys of the proposed works..

13. The Irrigation Officer's duty will be to control and supervise the work of these three subordinate officers, issuing them the necessary professional instructions, receive their accounts and check their accounts, and check their expenses, while he will himself inspect and check the work done, and at the same time devote himself to the examination of these larger schemes of irrigation which it will be necessary for him to bring under the consideration of the Director of Irrigation and the Central Irrigation Board.

H. WACE,
President.

Kandy, November 19, 1900.

NORTHERN PROVINCE.

ONE meeting of the Board was held during the year, at which the Assistant Government Agents and Chief Irrigation Inspector were present. The work of the Board was otherwise done by circulation of papers, and its duties were entirely confined to the village tank restoration. The works at Giant's tank and Kanukkeni are under separate control. In this connection it is gratifying to be able to record the success of the Giant's tank restoration. The canal supplied water, which, passing through the still unrepaired breaches in the tank, filled the village tanks of Mantai and Nannatan divisions. Had it not been for this, the failure of the local rains would have prevented any crop from being obtained.

I annex copy of the report of the Chief Irrigation Inspector on the work done during the year, and it appears to be very satisfactory. There is an increase in the amount of labour done by the people on the 491 village tanks now under restoration, and much has been done in clearing the spills and providing against flood damage. There is a notable decrease in the default of labour in comparison with former years. Four Molesworth sluices were erected. It appears to the Board that the cost of this type of sluices is prohibitive. It was not at the instance of this Board that this type of sluice was used. The Board agrees with the opinion expressed regarding these sluices by the Chief Irrigation Inspector.

Fifty-eight cement pipe sluices were placed in smaller village tanks during the year, and 190 similar sluices were made for the Mannar District to be issued in 1901. The working of these sluices has been generally satisfactory, and no complaints have been made. The cement concrete sluices are now made by the Chief Irrigation Inspector and his staff, and not as formerly by the Public Works Department.

Nine permits to restore abandoned Crown tanks have been issued after careful inquiry as to the *bonâ fides* of the applicant and his ability to carry out the work under the supervision of the Chief Irrigation Inspector. Of these, the restoration of Munayanmadu is interesting (see remarks of the Chief Irrigation Inspector in his report).

In 1902 the people will be entitled to 300 acres of Crown land under this tank as the value of their labour.

As remarked in previous reports, this Board considers that in the case of many of the larger village tanks masonry spills must be provided. Without these the head of water cannot be increased, and the breaches which now form spills are a constant source of danger. The Board considers that it is not a question of the number of shareholders or the extent of land held by them under a tank in process of restoration by village labour that should decide whether masonry spills and sluices should be given or not. The policy of Government is to develop the country and render the Crown land saleable under a tank. Every acre of land sold brings additional labour for restoration, and people will not purchase land unless the tank is capable of irrigating it. At the close of the year it was decided that the upkeep of the restored Crown tanks should be undertaken by the Chief Irrigation Inspector. This is undoubtedly an improvement, as the District Engineer could hardly be expected to do this efficiently. But the Board is of opinion that the Chief Irrigation Inspector and his staff cannot properly undertake works of construction. These should be under special officers sent by the Director of Irrigation to carry them out under his extra control. The village tank officers have as much as they can do in looking after the village tank restoration, which entails constant travelling in the dry weather, and construction of cement pipe sluices in the wet season. If they are put to works of construction, they cannot well travel away from them, and if they do, these works get "scamped,"—so either one or other duty suffers. This could be avoided by the works being carried out by the staff of the Director of Irrigation, which, if now insufficient, ought to be increased.

In the early part of the year the Government Agent held meetings of the proprietors of lands in Karachchi, who agreed to pay irrigation interest if Government provides an irrigation work across the Kanakarayan-aru. On due representation being made to the Central Irrigation Board, the scheme was so far approved that two Irrigation Engineers were selected to make the preliminary surveys early in 1901. So this scheme which has been pressed for by Mr. Dyke and Sir William Twynam, and elicited the approval of Governor Sir Henry Ward, now seems in a fair way to be undertaken.

The Government Agent examined the lakes ("vil.") and tanks in the Punakari division which Sir William Twynam recommended should be supplied with anicuts to improve the water supply and prevent its escape. At present the people are not decided about paying irrigation interest for the proposed improvements. The matter may therefore be deferred until the works near the railway have been carried out and the people see the results of them.

The Board is pleased to record that the Chief Irrigation Inspector and his staff continue to work well and zealously.

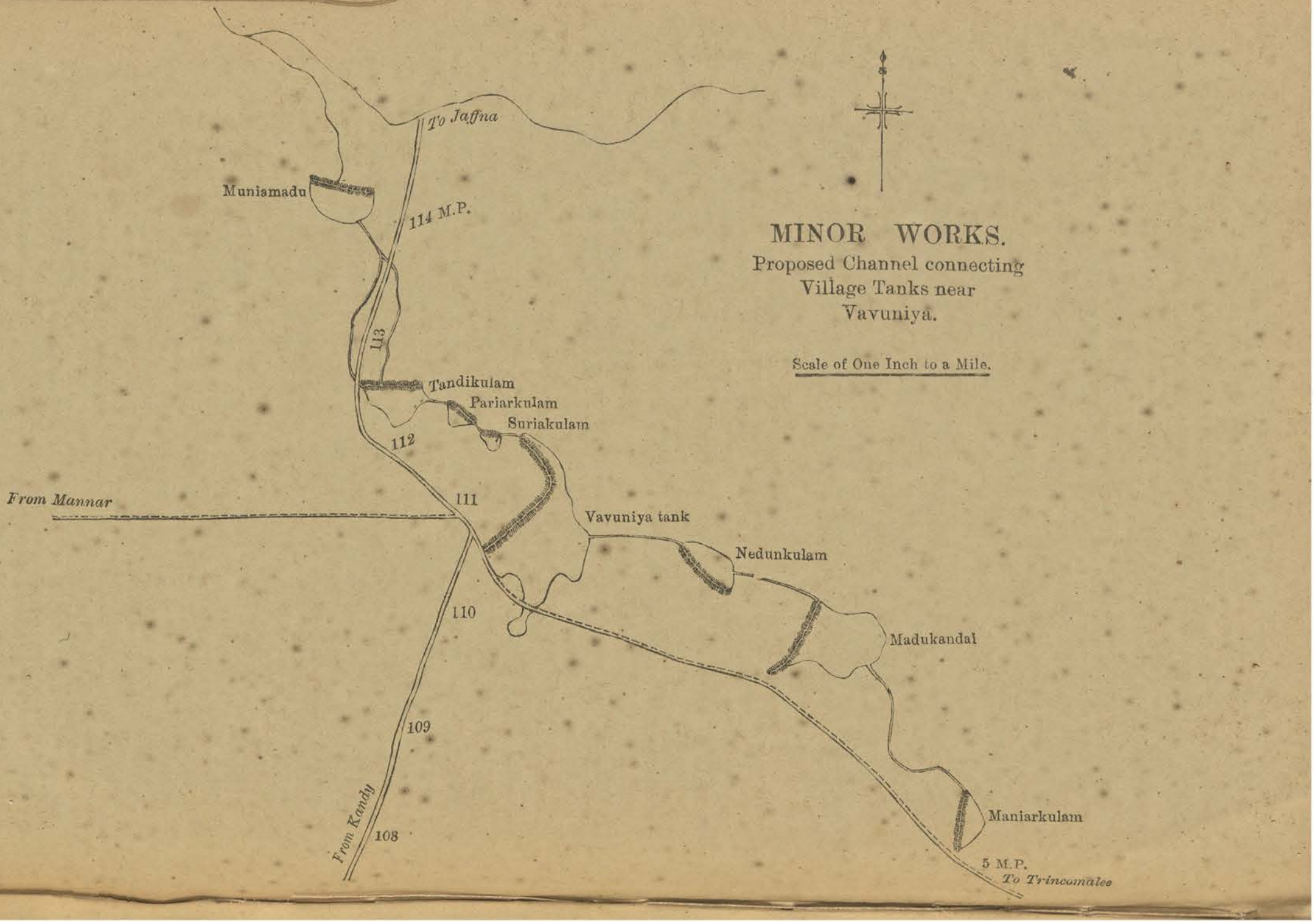
R. W. IEVERS,
President.

Nedunkerni, March 21, 1901.

MINOR WORKS.

Proposed Channel connecting
Village Tanks near
Vavuniya.

Scale of One Inch to a Mile.



ANNEXURE.

Report of the Chief Irrigation Inspector, Northern Province, for 1900.

THE number of tanks on which earthwork was called out last year is 491, distributed as follows :—

Jaffna District	30
Mullaittivu District	282
Mannar District	179
Total ...	491

Earthwork done is given below :—

Jaffna District	1,489 days, equal to	744½ cubes
Mullaittivu District	17,915 do.	8,957½ do.
Mannar District	21,340 do.	10,670 do.
Total ...	40,744 days, equal to	20,372 cubes

Extra work done in breaches amounts to :—

Jaffna District	120 days, equal to	60 cubes
Mullaittivu District	1,072½ do.	536¼ do.
Total ...	1,192½ days, equal to	596¼ cubes

4,755 cubes of earthwork were done by hired labourers on account of fine money. This gives a total of 25,723¼ cubes of earthwork during the year, as against 21,722 cubes done during 1899. In addition to the earthwork, 11,162 days' extra labour were done by the villagers in clearing bunds and spills.

The earthwork done for the year was very satisfactory, but I still find it very difficult to get the villagers to turf the work, and the result is that a lot of damages is done during the heavy rains. In future I will prosecute defaulters, not only for the amount of work due, but also for the damages done to the bund by their neglecting to turf. This ought to have a beneficial effect.

The default during the year was 5,728 days, against 14,909 in 1899. The greatest default was in the Mullaittivu District, 4,696 days, but of course there are more working tanks in the Mullaittivu District than in Mannar and Jaffna put together. I am not satisfied with the Udaiyars as tank overseers. These headmen have a lot of work to do independently of tank work, and it is impossible for them to devote all their time, as they should, to tank duties. I would strongly urge the appointment of two tank overseers for six months a year during the earthwork season.

There are 312 working tanks in the Mullaittivu District and Jaffna District. As a rule they are far apart, and getting to some of them is very difficult, so that it is impossible for me and my assistants to visit each tank during the progress of earthwork. Again, during the wet weather the tanks have to be visited to see that the spills are clear, and travelling is very difficult owing to the bad state of the roads. For these reasons I think that tank overseers should be appointed. Men capable of doing the work could be procured locally, say, on a salary of Rs. 15 per month.

New Tanks.—Nine permits were issued for restoring Crown tanks during the year, and the work done on them was very satisfactory, especially on Munaiyanmadu tank. This tank has been taken up by the Fisher community. They did work during the year to the value of Rs. 1,300. This tank is situated at about half a mile from 114th mile, North-Central road, and when restored will be capable of irrigating about 300 acres. The tanks have a very good water supply. It receives the surplus water of Vavuniya, which in turn receives the surplus water of Madukandai.

This year I propose completing the channel from Maniarkulam to Madukandai with village labour. Maniarkulam has a good water supply, but the surplus water is wasted. I propose turning the surplus water of Vavuniya into Suriyakulam and Pariarikulam (both new tanks), and then on to Thandikulam and Munayanmadu, all this will be done entirely by village labour. I annex a tracing of the proposed scheme. The other tanks given for restoration are small ones, but the work done on them is satisfactory.

Masonry Sluices.—Four masonry sluices were completed during the year at a cost of Rs. 6,606·20. The type of sluice inserted is much too expensive, and I do not recommend that any more of this kind be put in.

At present the cement pipe sluice answers all requirements. When the tanks have been improved, the head of water raised, and more land opened, it will be time to think of building masonry sluices. The amount spent on sluicing estimates for the year is Rs. 6,606·20, and the amount spent in all estimates is Rs. 8,649·06.

Cement Pipe Sluices.—Fifty-eight cement pipe sluices were fixed during the year in the Mullaittivu District and Jaffna District. A few more sluices are required in these districts, and estimates will be submitted. In the Mannar District the following cement pipe sluices were made at a cost of Rs. 1,101·38, viz.:—

196	blocks.	83	2 ft. by 9 in. pipes
3,600	2 ft. by 6 in. pipes	24	1 ft. by 9 in. do.
1,100	1 ft. by 6 in. do.		

None of these sluices have been removed from the factory as yet. An estimate for transport was submitted during the year, but it has not been sanctioned up to date. I hope, however, that it will be sanctioned this year, as the sluices are urgently required.

General.—Mr. A. Nagamuttu, Sub-Inspector of Village Tanks, was promoted to the First Class Inspector's grade in 1900 on passing the examination in surveying and levelling. A clerk was allowed me during the year, this freed me from a lot of office work, and gave me more time to pay to outdoor work.

Quarters are required for the Sub-Inspector at Vavuniya and an office and store for the Chief Irrigation Inspector. At present I use a room in my bungalow as an office.

Village Gardens.—Although these have nothing to do with my work, I cannot help saying that since the institution of the present nursery garden at Vavuniya I have noticed several young

plantations of cocoanut, jak, &c., in most of the villages round about Vavuniya. When the gardens at Kanagarayankulam are in full swing, I hope to be able to say the same of the villages in Udaiyaur, Thumukkai, and Karunaval pattu.

E. R. MACDONNELL,
Inspector of Village Tanks.

SOUTHERN PROVINCE.

THE Board held one meeting during the year at the Provincial Kachcheri, papers being circulated at other times.

2. The following estimates were sanctioned during the year under review :—

No. of Estimate.	Date of Sanction. 1900.	Name of Work.	Amount. Rs. c.
1	January 10	Constructing distributing sluice, Udukiriwila channel	270 0
127	April 12	For completing distributing sluice at Arachchiamuna	105 0
76	July 27	Supplementary estimate construction of double canoes	457 60
15/8	August 14	For the purchase of a measuring tape	8 50
15/9	September 4	Making a book-stand for the use of the Provincial Irrigation Board	20 0
191	September 5	Improvements to Walawe-ganga works	32,587 15
212	November 10	For rubble filling to check scour at Denegama spill water	1,183 0

Maintenance.—The expenditure under this head was Rs. 10,601·36 on the following works :—

No. of Estimate.	Name of Work.	Amount. Rs. c.
117	Waggalmodara flood outlet	359 26
118	Dedduwa channels	727 80
119	Gangaboda pattu irrigation scheme	3,753 45
120	Dandeniya tank	789 32
121	Denegama and Uyanwewa	719 57
122	Kekanadure tank	870 26
123	Urukokka	650 80
124	Udukiriwila tank	1,460 77
125	Kirama	1,270 13
		10,601 36

I annex a report received from the Irrigation Committee, Matara :—

The return showing the revenue and expenditure of the Irrigation Committee was forwarded by my memorandum No. 99 of 13th February last.

2. There was no meeting of the District Irrigation Committee held last year.

3. The sea water gates on the Naimana roads and Makewita in Four Gravets were repaired at a cost of Rs. 494·59.

4. Certain repairs to the Weniakula bridge on the Malimbadakadduwa District Road Committee's road were done for irrigation purposes and paid for from the Irrigation Fund at a cost of Rs. 200.

5. The Mudaliyars have suggested the following works to be taken in hand this year:—

Weligam Korale : (1) Repairs to Dediyala anicut and extension of Ketanwila channel ; (2) distributing gates for Kekunawela and Kilittuwa-ara.
Four Gravets : (1) Distributing gates at Makewita channel ; (2) sea gate at Galagamulla Welyaya.
Wellaboda Pattu : Sea gate at Dikwella.
Gangaboda Pattu : Repairs to Dangahakumbura anicut.

6. The Irrigation Clerk, Mr. P. Jayawardena, was suspended on the 15th September in connection with defalcations in the Kachcheri. The proceedings have not been concluded.

In Hambantota District the Assistant Government Agent reports as follows :—

The most important work going on in 1900 was that on the development of the Walawe and Tissa schemes. On neither of these do I consider the progress made sufficiently satisfactory.

The programme of work on the Walawe scheme west of the river was not fully carried out. The survey and levelling work on the east side also appears to have made but poor progress.

On the Tissa scheme the year has been spent in surveying and levelling, but the plans were not finished at the end of the year, and consequently the preparation of estimates based on them has been delayed.

Recoveries on the Dedduwa and Waggalmodara irrigation works have been pressed on, and the following statement indicates the progress made :—

Name of Work.	Amount recovered up to December 31, 1899. Rs. c.	Amount received up to December 31, 1900. Rs. c.	Increase of Rs. c.
Dedduwa	2,154 37	5,072 60	2,918 23
Waggalmodara	1,249 96	1,561 31	311 35

On the 14th November, 1900, a meeting was held by me at the Gansabhawa building at Ambalangoda with a view to proclaim the Wellaboda pattu as an irrigation district. The meeting was well attended by the landed proprietors of the different villages of the district. There prevailed a considerable difference of opinion as to the desirability of proclaiming the whole pattu as an irrigation district. In view of the opposition I cannot recommend to Government the proclamation of the pattu.

The next question which engaged my attention at the meeting was the repair and improvement of the channels which drain the tract of fields known as—

Mahawelayaya	Telwatteweleyaya or Hanguranwelyaya
Akuralayaya	Melawennewelyaya
Oliganyaya	Metiwalayaya *alias* Paluwila

The work appears to consist in cutting a channel about half a mile long, and in providing flood gates to exclude salt water and in deepening and clearing the ela through Mahawela, Akurala, and Madampewela. The approximate extent of land likely to be benefited by this work is calculated at 521 amunams and 2 pelas, equivalent to 1,303¾ acres. Out of which 175 acres belong to the Crown and the rest to private individuals.

This question was duly brought before the Provincial Irrigation Board at the meeting held on 20th December, 1900, and it was decided that the execution of the work was very desirable. It was also resolved that the Surveyor-General be asked to favour the Board with the topographical survey of the locality. This was accordingly done, but the Surveyor-General reported that there are no surveyors available for the work.

In the early part of the year Mr. W. Ferguson, Irrigation Inspector of the Village Tanks, volunteered for active service in South Africa. He was succeeded by Mr. Meurling, Sub-Inspector of Mannar.

The work in the village tanks was much retarded owing to the delay in assumption of duties by Mr. Meurling.

The correspondence portion of the work of the Provincial Irrigation Board has considerably increased, and the absence of a special clerk for this work is much felt. The work is now in charge of the Kachcheri Muhandiram, who has to attend to other important work of the revenue branch.

Galle Kachcheri,
April 25, 1901.

GEORGE M. FOWLER,
President.

EASTERN PROVINCE.

THERE were nine meetings of the Provincial Irrigation Board during the year. Urgent papers requiring immediate attention were also circulated for the consideration of the Board.

The year has been signalized by the commencement of the greatest number of irrigation works that have ever been undertaken at one time in the Province. The largest of these are under the control of the Director of Irrigation with five specially trained engineers in executive charge of them. They are as follows :—

(1) Vakaneri : construction of bund and connected channels Rs. 360,000. Estimated extent of irrigable lands 13,000 acres.
(2) Four masonry anicuts on streams below Rukam tank. Cost Rs. 88,000.
(3) Surveys in connection with extension of Patipol-aar scheme. Estimated irrigable area 14,000 acres.
(4) Tembittiyawewa. Cost Rs. 16,604. Probable irrigable area 2,000 acres.
(5) Vammiyadi-Sakamam tanks. Restoration of former and increasing storage capacity of latter. Cost Rs. 59,058. Estimated irrigable area 7,000 acres.

Five meetings were convened by me during the year as given below, at which I obtained the consent of proprietors to refund to Government the cost of irrigation works. Their consent to other works not given in the List A had been secured at previous meetings.

One other large important work, Mahakandiya tank in Porativu pattu, has been reported on by me as being capable of restoration and likely to benefit the district. In fact the inhabitants of Kalmunai, who own the largest share of land under it, asked for its restoration. The Director of Irrigation has recently visited the tank and pronounced favourably on it.

Restoration of Village Tanks.—This has occupied much of my time and attention during the year. The tanks lie scattered over the length and breadth of the Province, and entail much travelling to inspect each of them. One Chief Irrigation Inspector and five Sub-Inspectors are in charge, and the amount of work done is satisfactory, considering this is the first time work of this nature has been systematically carried out on such a large scale. In Bintenna pattu the scattered population was so long accustomed to chena cultivation that they were quite ignorant of the way in which land had to be prepared for paddy cultivation, and as for restoring tanks, that was quite beyond the scope of their intelligence. Chena cultivation on Crown lands has been stopped, and the chena hamlets scattered throughout the forest have been collected in central groups where abandoned tanks are available for restoration.

There are over 400 tanks to be attended to by the Chief Inspector and his staff. The long stretch of country, 202 miles long by an average breadth of 20 miles, over which they are spread makes the work of inspection of some difficulty.

A cement pipe factory has been opened near the Kachcheri, and sluices have already been issued to tanks the bunds of which have been completed.

Annexed is a report from the Chief Irrigation Inspector, as also the following statements : Estimates for irrigation surveys during the year (B) ; estimates for urgent minor works (C) ; statement of unexpended balances of previous years brought forward for expenditure during 1900 (D) ; estimates sanctioned against the apportionment of 1900 (E).

The topographical survey, which has been carried out by the staff from the Survey Department, has been of invaluable service in furnishing information, which would have had to be procured by the Irrigation Department at considerable expenditure of time and money.

C A. MURRAY.
President.

ANNEXURE.

Report of the Chief Irrigation Inspector, Eastern Province, for 1900.

Batticaloa, February 2, 1901.

IN submitting a statement of works done on several village tanks in the Eastern Province in 1900, I have the honour to state as follows :—

Batticaloa District.

Manmunai North.—In Pallakulam 100 cubes of earthwork and 200 square feet of turfing were done. This tank irrigates 46 acres 1 rood and 7 perches of land. In Etalaikulam 100 cubes

of earthwork and 100 square feet of turfing were done. The acreage at present irrigated by this tank is 29 acres 2 roods and 16 perches.

Manmunai South: Tattativu Periyakulam.—This tank was sluiced; 500 cubes earthwork and 150 square feet of turfing were done, and a stop plank sluice is proposed for it. It irrigates 241 acres.

Ammankovilkulam at Cheddipalaiyam.—This tank had a pipe sluice inserted; 50 cubes of earthwork and 400 square feet of turfing were done.

Periyakulam at Mutalaikkuda.—A pipe sluice was inserted in this tank; 25 cubes of earthwork and 300 square feet turfing were completed. It irrigates 199¼ acres of land. An estimate has been submitted for a kalingula.

Palankulam and Kunchiliyakulam, at Magaladdittivu, had pipe sluices inserted; 200 cubes of earthwork and 500 square feet of turfing were done. They irrigate 23 acres jointly.

Eruvil and Porativu Pattus.—Magiloor-Periyakulam at Magiloor had two stop plank sluices inserted, one of 6 feet and one 10 feet, on estimate No. 130 for Rs. 1,320, which cost Rs. 1,298·29.

Pankulam and Annuakaṟankulam had two stop plank sluices inserted on estimate No. 133 of 1900 for Rs. 1,254·50, which cost Rs. 1,246·06. 356 cubes earthwork and 18,000 square feet turfing were completed. 55 acres of land are irrigated by these tanks jointly.

Tamaraikkulam.—This tank had stop planks inserted to two culverts to serve as sluices (as hitherto they were simple culverts for the minor road to Devilane, which runs over the bund) at a cost of Rs. 191·55 on estimate No. 134 for Rs. 209. This tank irrigates 60 acres. In this pattu 1,800 cubes of earthwork and 3,500 square feet of turfing were done on several village tanks, and some of these require kalingulas.

Karavaku Pattu.—Two stop plank sluices were inserted to two village tanks called Periyakulam and Villapoovialkulam in this pattu on estimate No. 131 of 1900 for Rs. 1,320 at the cost of Rs. 1,308·36. These two tanks irrigate an extent of 200 acres.

Pipe sluices were inserted to two tanks called Sirrukulam and Valladdiyankulam in this pattu on estimate No. 132 of 1900 for Rs. 46·50 at the cost of Rs. 45·93. These tanks irrigate an extent of 114 acres.

Four other tanks called Taladykulam, Kaladikulam, Kuruarapodiyarkulam, and Periyakulam, had four sets of cement pipe sluices inserted. 100 cubes of earthwork was done on these tanks by the landowners; these tanks irrigate an extent amounting to 330 acres. Bar locks were fixed to eight stop plank sluices at a cost of Rs. 255·79 on estimate No. 112 of 1900 for Rs. 262.

Four stop plank sluices in the village tanks called Karachchaikulam, Navian kulam, Vaddikulam, and Periyakulam were repaired on estimate No. 4 of 1900 for Rs. 287 at a cost of Rs. 284·48. These tanks irrigate an extent of 252 acres of land. 500 cubes of earthwork and 4,000 square feet turfing were done on several other tanks.

Sammanturai Pattu.—Periyakulam and Sirukulam irrigate 494 acres of land. 700 cubes earthwork and 15,000 square feet turfing were done on these two tanks. Periyakulam requires two kalingulas 10 feet, one for the channel and one for the tank, and Sirukulam another of 10 feet.

Akkarai Pattu.—300 cubes of earthwork was done on some of the tanks in this pattu, viz., Mullikulam, Kularadivaddi, Nachivanvaddi, Putturkulam, Puravikulam, Aladivallai, Tamaraikulam, and Etalaikkulam, &c.

Koralai Pattu.—Restoration of tanks will be taken up this year, and estimates will be submitted for manufacturing cement pipe sluices for several tanks in the above pattu and Panama pattu.

Bintenne Pattu.—Sixteen tanks were taken up in 1900, viz., Akkulehe, Ellara, Kudasimbalagas, Tampana, Pollebadda, Tempitiya, Ambagawela, Dolagawela, Idapolla, Kottasa, Pulavelli, Dampalawina, Kehelula, and Pelekumbra. In all about 1,000 cubes of earthwork were done, and the survey of Padawella was taken up and completed. Cement pipes have been already sent for insertion to some of the tanks. Four channels are also being opened for irrigating some fields near Kallodai or Pallegama.

Panama Pattu.—Fourteen tanks were taken up last year and are in course of restoration; pipe sluices are required for the above pattu, which will be sent when about two-thirds of the amount of the earthwork is completed in each tank. At present only about 5,660 cubes of earthwork done in all the fourteen tanks together by the villagers mostly, not landowners. Sixteen more tanks are newly undertaken this year. I trust this year there will be a vast improvement in all the tanks in this district and a great quantity of works carried out.

Trincomalee District.

Five hundred and sixty-nine cubes of earthwork were done in village tanks in Kaddukulam east and 850 cubes in Kottiar pattu. A pipe factory is to be started this year in order to supply the great number of sluices required for the restored tanks.

Great difficulty was experienced in forcing the villagers in Bintenna and Panama pattus to do any work on the tanks last year, as no tank restoration was carried on in these parts before; but the people are now beginning to understand that the work is for their own benefit and are making much more satisfactory progress, and I hope to see a great improvement this year in both these districts, and trust to have a large number of tanks in working order before the next October rains set in.

Chena cultivation is to be stopped in this Province from this year I believe, and I am of opinion that this will induce the villagers to take to paddy cultivation, which means the restoration of village tanks.

F. BOOTH,
Chief Irrigation Inspector.

Statements referred to.

A.—List of Meetings of Proprietors held during 1900 by the Government Agent, Eastern Province, for construction of Irrigation Works, Batticaloa District.

No.	Name of Work.	Date when Meeting held.
1	Four anicuts under Rugam tank ...	September 19, 1900
2	Three anicuts under Pulukunavi tank	October 4, 1900
3	Restoration of Mahakandiya tank ...	November 14, 1900
4	Construction of Sakamam-Vammiyadi scheme	November 19, 1900
5	Construction of anicut at Kudamuruddi-ar	November 19, 1900

B.—Estimates sanctioned against Vote for Irrigation Surveys during 1900.

No. of Estimate.	Date of Sanction.	Work.	Amount of Estimate sanctioned.	Amount spent up to December 31, 1900.	Unexpended Balance.
			Rs. c.	Rs. c.	Rs. c.
147	May 5, 1900	For survey of Minor Irrigation Works	1,000 0	263 73	736 27

C.—Estimates sanctioned for Urgent Minor Works during 1900.

No. of Estimate.	Date of Sanction.	Work.	Amount of Estimate sanctioned.	Amount spent up to December 31, 1900.	Unexpended Balance.
			Rs. c.	Rs. c.	Rs. c.
15/3	June 13, 1900	For urgent repairs to Pullumalai tank	50 0	45 0	5 0
15/18	July 24, 1900	For purchase of furniture for Chief Inspector	85 75	65 0	20 75
		Total	135 75	110 0	25 75

D.—Unexpended Balances of previous Years brought forward for Expenditure in 1900.

No. of Estimate.	Date of Sanction.	Work.	Amount available.	Amount expended.	Balance.
	1898.		Rs. c.	Rs. c.	Rs. c.
187	July 6	For transporting and inserting cement pipe sluices to village tanks, Bintenna	288 0	183 87	104 13
195	July 30	For raising the bund of Peruveli tank, Trincomalee	2,934 0	1,845 62	1,088 38
	1899.				
11	Feb. 7	For fixing bar locks in anicuts of Kantalay tank	56 8	43 59	12 49
211	Sept. 14	For inserting a sluice to Ettalai tank	137 13	75 0	62 13
212	Sept. 18	For tracing channels to certain lands under Allai tank	27 36	—	27 36
247	Nov. 29	For purchase of two single canoes for Pulukunavi and Kadukkamunai tanks	114 0	99 56	14 44
251	Dec. 2	For urgent repairs to Pullumalai tank	117 25	95 25	22 0
		Total	3,673 82	2,342 89	1,330 93

E.—Estimates sanctioned against the Apportionment of 1900.

No. of Estimate.	Date of Sanction.	Work.	Amount of Estimate sanctioned.	Amount spent up to December 31, 1900.	Unexpended Balances.
	1900.		Rs. c.	Rs. c.	Rs. c.
4	Jan. 27	For repairing old kalingulas, karaivaku	287 0	284 48	2 52
5	Feb. 12	For paying compensation to purchasers of lands under Tumpankeni tank	127 48	126 86	0 62
112	March 17	For fixing bar locks to certain kalingulas, Karaivaku	262 0	255 79	6 21
116	March 21	For purchase of furniture for Provincial Irrigation Board, Eastern Province	45 50	41 53	3 97
130	April 2	For inserting two sluices to Makilur Periyakulam	1,320 0	1,298 29	21 71
131	April 2	For inserting two sluices to Villappuvayalkulam and Periyakulam	1,320 0	1,308 36	11 64
132	April 2	For transport and insertion of cement pipes to Valaddiyankulam and Sirukulam	46 50	45 93	0 57
133	April 12	For insertion of two sluices to Pankulam and Anaikkarankulam	1,254 50	1,246 6	8 44
134	April 12	For fixing stop planks to Tamaraikkulam in Porativu	209 0	191 55	17 45
135	April 12	For manufacturing cement pipes to village tanks, Batticaloa	1,877 25	1,849 97	27 28
136	April 12	For manufacturing cement pipes to Siriyakulam, Panawa	103 25	91 93	11 32
139	April 21	For manufacturing cement pipes to village tanks, Bintenna	859 50	845 95	13 55
172	July 17	For purchase of two tents for Chief Inspector	263 50	230 0	33 50
173	July 17	For payment of salary of orderly to Sub-Inspector, Batticaloa	60 0	60 0	—
213	Nov. 4	For repairs to Allai tank	400 0	160 66	239 34
218	Nov. 26	For transport of pipe sluices to village tanks, Batticaloa and Kalmunai Districts	500 0	22 64	477 36
228	Dec. 10	For repairs to spill of Pulukunavi tank	100 0	80 60	19 40
230	Dec. 13	For erection of quarters for Sub-Inspector, Panama	180 0	—	180 0
234	Dec. 29 (31)	For constructing a headwork of Mutur channel, Trincomalee District	39 0	—	39 0
		Total	9,254 48	8,140 60	1,113 88

NORTH-WESTERN PROVINCE.

IN only one direction has satisfactory progress been made with irrigation works during the year.

The whole village tank staff of the Kurunegala District was concentrated in the Wanni hatpattu under the orders of the Government Agent, and by extraordinary exertions 542 village tank bunds were fully completed in every respect, leaving only 17 to be dealt with during 1901. The total amount of earthwork exacted from the landowners of this division alone was 152,650 cubes, and the people were practically kept at work during eight months in the year. In the other divisions of the district the supervision of the tank work had to be left to the Ratemahatmayas, but very satisfactory returns were obtained, and I am hopeful that the completion of the bunds during 1901 will be possible. The returns sent in by the Ratemahatmayas were as follows:—

	Cubes.
Dewamedi hatpattu	25,614
Katugampola hatpattu	16,804
Hiriyala hatpattu	7,489

This brought the grand total of earthwork done in the Kurunegala District to 202,557 cubes, equal to four times the work exacted during the previous year.

From the Puttalam and the Chilaw Districts, though much in advance of previous years, the returns were not so satisfactory, 10,800 and 15,600 cubes being the quantity of earthwork done. These figures I believe to be fairly accurate, and the cumulative value of village labour contributed towards the repair of the tanks may be computed at Rs. 228,957, at the rate of Re. 1 a cube.

It is hoped during the current year, by acting on the same plan of concentration, to complete the whole of the tanks in the Kurunegala and Puttalam Districts and to finish many of those in the Chilaw District.

New Works.—No new works of any importance were undertaken during the year, and it is most disappointing to find that an apportionment of Rs. 42,000 was only availed of to the extent of Rs. 5,870, and this mainly for works of repair and for the payment of compensation for lands taken over many years ago for the Deduru-oya works.

It is obvious, however, that the apportionments of large sums to Provinces where no staff has been provided to expend the money is a mere farce, and I hope that it will be soon recognized that it is impossible to work a department without officers.

Works in Progress.—The expenditure under this head has been also most disappointing, for of a total sum of Rs. 41,840·52 available for expenditure under all heads, Rs. 26,730·58 only was spent; leaving a balance of Rs. 15,109·74 to be carried forward to the current year:—

Abstract Statement of all Sums available for Expenditure during 1900, showing Amounts spent under each Head and Balance brought forward.

	Amount. Rs. c.	Total. Rs. c.
Unexpended Balances of Estimates of 1899 brought forward.		
General irigation works	12,037 58	
Deduru-oya works	23,932 55	
		35,970 14
Expended during the Year.		
General irrigation works	10,110 40	
Deduru-oya works	13,196 80	
		23,307 20
Unexpended balances brought forward for expenditure in 1900 ...	—	12,662 94
Apportionment for the Year 1900.		
Amount of Estimates sanctioned.		
General works	5,870 38	
Deduru-oya works	—	
		5,870 38
Expended during the Year.		
General works	3,423 38	
Deduru-oya works	—	3,423 38
Balance brought forward	—	2,241 19
Total amount available for expenditure in 1900	—	41,840 52
Total expenditure in 1900	—	26,730 58
Balance ...	—	15,109 94
Maintenance Vote.		
Amount of Estimates sanctioned.		
General works	6,029 0	
Deduru-oya works	4,775 51	
		10,804 51
Expended on the maintenance of general works	5,844 68	
Deduru-oya works	4,766 75	
		10,611 43
Survey Vote.		
Amount available	1,435 14	
Amount spent	847 14	
Balance ...	588 0	

The following statement gives further details respecting all the estimates now in hand, the sums expended, and the balances remaining to be spent at the close of the year. The most considerable amounts unexpended are those sanctioned on estimates for the Deduru-oya works. The strengthening of the bund of the Meddeketiya tank has also been provided for, but, though the

estimate has been sanctioned for three months, the Provincial Engineer, who is responsible for the work, has taken no steps to carry it out.

Statement showing Estimates sanctioned and Expenditure incurred during 1900.

No. of Estimate.	Date of Sanction.	Service.	Amount of Balance brought forward from 1899.	Expenditure in 1900.	Balance to be brought forward for 1901.
		Balances brought forward from 1899	Rs. c.	Rs. c.	Rs. c.
139	April 6, 1898	For sluicing 66 village tanks in the Kurunegala and Chilaw Districts with cement pipes ...	49 37	47 25	—*
186	July 5, 1898	For raising and widening bund of Meddeketiya tank...	378 4	212 67	165 37
203	Aug. 19, 1898	For building 11 masonry sluices in the village tanks in Kurunegala District	370 58	365 6	—*
229	Nov. 1, 1898	For the construction of a sluice and spill in Randenigama tank	718 56	591 81	126 75†
42	Mar. 10, 1899	For a supplementary estimate for raising and altering sluice in Randenigama	343 0	—	343 0
168	May 16, 1899	For building temporary cooly lines at Balalla ...	98 37	95 80	—*
196	Aug. 8, 1899	For building two irrigation bungalows for the Sub-Inspectors	633 87	369 73	264 14‡
200	Aug. 31, 1899	For building stables and additional room in the irrigation bungalow at Nikaweratiya	196 93	195 35	—*
202	Sept. 7, 1899	For repairs and improvements to Maha Uswewa ...	394 96	247 74	147 22§
215	Sept. 28, 1899	For building a sluice in Pilla tank	427 83	425 16	—*
216	do.	For building a sunk wall at Diyakeliyawa ...	166 93	—	166 93
217	do.	For sluicing 100 village tanks with cement pipes in Kurunegala, Chilaw, and Puttalam Districts ...	6,862 74	6,861 62	—*
218	do.	For widening the spill of Maha Madawachchiya tank...	114 95	33 42	81 53
219	do.	For blasting and removing rock in sluice channel of Pahala Puliyankulam	38 0	34 66	—*
220	do.	For the survey of Pandiyamaduwa tank ...	294 0	—	294 0
221	do.	For the survey of Periyakulam tank	294 0	—	294 0
222	do.	For building the sluice in Mahagalkadawala tank ...	390 85	388 88	—*
253	Dec. 6, 1899	For providing three tents for irrigation officers ...	264 60	241 25	—*
		Total ...	12,037 58	10,110 40	1,882 94
		DEDURU-OYA WORKS. *Estimates in charge of Mr. Parker.*			
143	April 14, 1899	Deduru-oya works	475 56	212 41	263 15
145	do.	Do.	137 50	41 44	96 6
146	do.	Do.	6,665 8	3,047 44	3,617 64
147	do.	Do.	3,624 66	857 28	2,767 38
181	June 27, 1899	Do.	11,603 90	8,683 54	2,920 36
206	Sept. 13, 1899	Do.	1,203 96	136 94	1,067 2
257	Dec. 18, 1899	Do.	221 90	217 75	—
		Total ...	23,932 56	13,196 80	10,731 61
		Estimates sanctioned in 1900 against the Apportionment of Rs. 42,000.	Amount of Estimate.		
138	April 20, 1900	For compensation of lands acquired for Batalagodawewa	Rs. c. 2,420 98	2,249 79	171 19
140	May 2, 1900	For additions to Maha Uswewa channels ...	290 0	133 66	—*
145	May 3, 1900	For building sunk walls in natural spills of Detowa, Wilowa, Ambanpola, and Pambuwatawana tanks ...	734 40	732 26	—*
146	do.	For opening a spill water in Mahakonwewa ...	255 0	253 43	—*
215	Nov. 20, 1900	For repairs to Meddeketiya tank	2,070 0	—	2,070 0
232	Dec. 13, 1900	For survey of subsidiary channel under Maha Uswewa	100 0	54 24	—*
		Total ...	5,870 38	3,423 38	2,241 19
		Estimates sanctioned against the Vote for Surveys.			
193	Sept. 15, 1900	For payment of coolies employed by the Irrigation Inspector and Sub-Inspectors	857 14	857 14	—*

* Completed. † Partially completed. ‡ One bungalow completed. § In progress.

Repair of Pandawewa.—It is to be hoped that some steps will be taken during 1901 to commence the restoration of Pandawewa, near Hettipola, a work of the first importance to the Province, as it will benefit a large population now considerably pinched for food and suffering much from disease owing to the want of a sufficient supply of water. I see no reason why the whole of the earthwork, excepting the filling in of the breaches, should not be completed before the deviation of the road and the masonry works are commenced; and if an officer can be detailed for the purpose, a large force of labour may be relied upon.

The people are enthusiastic about the restoration of the tank, and are prepared to agree to any reasonable terms for repaying the cost of construction or for paying water-rate in perpetuity. The report of the Chief Irrigation Inspector on village tank works is appended.

F. C. FISHER,
President.

Kurunegala, March 22, 1901.

ANNEXURE.

Report of the Chief Irrigation Inspector, North-Western Province, for 1900.

Village Tanks.—This year has been characterized by great activity and unprecedented progress in village tank works. The object in view was the completion of all the tanks in the Wanni hatpattu of the Kurunegala District, the restoration of which was in hand for many years.

To carry out this object, the fieldowners had to contribute large quantities of earthwork, four times as much as in previous years, and they, fully appreciating their responsibilities, heartily co-operated with the tank officers and worked cheerfully and liberally to the end, that the results shown this year far exceed those accomplished in any previous years, both in point of quantity, expedition, and quality of work.

All the bunds of the tanks were systematically completed, with crests of uniform height from end to end with a width of 6 feet, and slopes throughout in the proportion of two in one both inside and outside.

The crests of bunds were gravelled and the slopes fully turfed.

All the tanks also had sufficient natural spills (wanas) cut in them.

The number of tanks completed are 542, a statement of which is annexed. All these tanks are sluiced, with the exception of two, which have to be provided with masonry sluices. Estimates for these will now be submitted.

Seventeen tanks had to be kept back for completion in 1901 because the work which had to be done was very heavy.

The quantity of earthwork done in the Wanni this year was 152,650 cubes.

In addition to this work, the people had to cut natural spills in tanks and turf and gravel the bunds.

The total quantity of earthwork done in the year in all the irrigation districts of the Province is as follows :—

		Cubes.
Wanni hatpattu		152,650
Dewamedi hatpattu		25,614
Katugampola hatpattu		16,804
Hiriyala hatpattu		7,489
Demala hatpattu (Puttalam District)		10,800
Pitigal korale (Chilaw District)...		15,600
Total ...		228,957

Sluices.—In this year two masonry sluices were built in Hangilipola tank and Kumbukkadawala.

Spills.—Sunk walls were built in wanas of the under-mentioned tanks :—

1. Detowa
2. Wilowa
3. Ambanpola
4. Pambuwatawana
5. Mahakonwewa

Pipe Sluices.—154 cement pipe sluices were inserted in tanks in the year in Wanni hatpattu, Hiriyala hatpattu, Demala hatpattu, and Pitigal korale, Chilaw District. A list of the tanks is annexed.

I submit the following returns :—

(1) Statement of tanks fully completed in the Wanni hatpattu.
(2) Statement of tanks provided with cement pipe sluices.
(3) Statement of pipes manufactured and their distribution.

ABRAM GOONEWARDENE,
Chief Irrigation Inspector.

Returns referred to.

1.—List of Completed Village Tanks in the Wanni Hatpattu, 1900.

NIKAWERATIYA SUBDIVISIONS.

Magul Otota Korale.

1. Achari Ihalagamawewa
2. Alutwewa, Bogollagama
3. Ambagahawewa, Halmillewa
4. Balagollewewa
5. Dalukgollewewa
6. Danakitawa Diullewa
7. Diyagamawewa
8. Diullewe Mahawewa
9. Diullegoda Mahawewa
10. Eliyawawewa
11. Ganewewa
12. Gallewa Tumbulla
13. Galapitiyagamawewa
14. Gallewa Pinnapolegamawewa
15. Galagedera Mahawewa
16. Giridammanawewa
17. Hintambulewewa
18. Helambagamawewa
19. Hevanpelessa
20. Ihakolagamawewa
21. Ihalagamawewa
22. Katagamuawewa
23. Kirindigallawewa
24. Korakahawewa, Wahantehara
25. Kumbukwewa
26. Kumburupitiya
27. Kumbukgahawewa, Balagollagama
28. Maduragamawewa
29. Magulwewa, Halmillewa
30. Maiyagalewewa, Galagedara
31. Malabendiyawawewa
32. Manapayawewa
33. Mandewewewa
34. Mawatagama
35. Mikandewa
36. Meddepolawewa
37. Mellagahawewa
38. Nugampolawewa
39. Olupeliyawa
40. Palu Timbiriyawa
41. Rada Nabadawa
42. Ratmallawetiyawewa
43. Rukulegamawewa
44. Siyambalagahawewa, Halmillewa
45. Siyambalagahawewa, Diullegoda
46. Siyambalewa
47. Tandalgedarawewa

48. Teliyawawewa, Hulugedera
49. Timbiriyawa Mahawewa
50. Torapitiyawewa, Konattagama
51. Tumbulle Nikaweratiya
52. Tumbulle Mahawewa
53. Umalewewa
54. Waduressa Mahawewa
55. Wahantera Mahawewa
56. Walpaluwewewa
57. Wambotuwe Mahawewa
58. Wambotuwewa Ehetuwewa
59. Wasiyawawewa

Magul Medagandahaye Korale East.

60. Agarauda Ihalawewa
61. Agarauda Pahalawewa
62. Ahubodagamawewa
63. Alutgama Mahawewa
64. Ambale Ihalawewa
65. Bolpanawa
66. Diullepitiya
67. Dalupotagamawewa
68. Dehennagamawewa
69. Dodangollegamawewa
70. Elaganmillewa
71. Gallegodawewa
72. Gamatantirigamawewa
73. Hettipolagamawewa
74. Hidogamawewa
75. Hulowewa
76. Ihalagamawewa
77. Itewa
78. Karawadeniyawewa
79. Karihattikulama
80. Kelegama Pahalawewa
81. Kirinda Pahalawewa
82. Mahagirilla
83. Mahahudaliyawa
84. Mahamito
85. Mahakirinda
86. Migassewa
87. Miwellewa
88. Moragollewewa
89. Moragollagamawewa
90. Malagomuwawewa
91. Nawana Mahawewa
92. Nawana Ambagahawewa
93. Nettipolayagamawewa
94. Nugannoruwawewa
95. Palugollewewa
96. Palukonwewa
97. Patapitiyagodawewa
98. Pedikumbukwewa
99. Pihimbiya
100. Ranorewewewa
101. Siyambalagahawewa
102. Talakolewa Ihalawewa
103. Talakolewa Pahalawewa
104. Talgassewa
105. Tambarambuwa
106. Tiharigederawewa
107. Timbiriyawagamawewa
108. Timbiriyawa Ehatuwewa
109. Timbiriyawa Paluwewa
110. Udagirillawewa
111. Udunowa
112. Uguressewa
113. Wenawewa
114. Weraheragamawewa
115. Yaddigederawewa
116. Yakadapola

Magul Medagandahaye Korale West.

117. Abokkagamawewa
118. Badahelakonwewa
119. Diullewawewa
120. Galapitiyagamawewa
121. Galpanuwewewa
122. Galpotawewa
123. Halambewewa
124. Kaluwennewa
125. Kebellewa
126. Koralayagamawewa
127. Kudamitowewa
128. Kumbukwewa
129. Kuruwekulamawewa
130. Likolapitiyawewa
131. Malpanuwewewa
132. Mawatagama Ihalawewa
133. Mawatagama Pahalawewa
134. Monnekulama
135. Nammuwawawewa
136. Niraliyadda
137. Polgahakonwewa
138. Radahilogama
139. Siyambalagahawewa Hilogamawewa
140. Siyambalewa Pahalawewa
141. Udahenagamawewa
142. Wiradadana Ihalawewa
143. Wiradanana Pahalawewa

BALALLA SUBDIVISION.

Katuwanna Korale.

144. Ambagaswewa
145. Achari Kemukwewa
146. Amunukolewewa
147. Balalla Mahawewa
148. Balagollagamawewa
149. Bamunugamawewa
150. Daladagama Ambagahawewa
151. Daladagama Pahalawewa
152. Dahanekgamawewa
153. Embalagodawewa
154. Ehalagaha Dumbulewewa
155. Embogamawewa
156. Embulgodayagamawewa
157. Gurunnehelagewewa
158. Gonamuwawewa
159. Guruwewa
160. Gojanakgamawewa
161. Galawewa
162. Gallewagaderawewa
163. Godaluigamawewa
164. Gala-ambagaswewa
165. Hidogamawewa
166. Halmillewa
167. Hilogamawewa
168. Hangilipolawewa
169. Kumbukwewa
170. Katupitigamawewa
171. Kitulheragamawewa
172. Kadambawa Mahawewa
173. Konwegamawewa
174. Kandubodagamawewa
175. Kulasendawa
176. Kaluarachchiyagamawewa
177. Kudakatuwannawa
178. Kiralagedarawewa
179. Lenogedarawewa
180. Morogollagamawewa
181. Mahakatuwannawa
182. Mirihampitigamawewa
183. Migaswewa
184. Malugamawewa
185. Mitiyagamawewa
186. Medagamawewa
187. Nudattowagedarawewa
188. Naramanakotuwewewa
189. Nawagattewewa
190. Narangaswewa
191. Nagollagamawewa
192. Pahala Balallegedarawewa
193. Pahala Balallegedaragawawewa
194. Potuwewa
195. Ratmalawewa
196. Rekogamawewa
197. Talambuwe Ihalawewa
198. Talambuwe Pahalawewa
199. Tammitagamawewa
200. Tisnampolagamawewa
201. Timbiriyagedarawewa
202. Unagaswewa
203. Ukwattegamawewa
204. Waduressa Henainnewewa
205. Waduressa Mahawewa
206. Wedandegamawewa
207. Wihenagamawewa
208. Watupolayagamawewa
209. Wilowawewa
210. Walaswewa Mahawewa
211. Walaswewa Pahalawewa
212. Wadugamawewa
213. Wagedaragamawewa
214. Wetiyegedarawewa
215. Yatukalangamawewa

Pahalawisideke Korale.

216. Ataweralawewa
217. Ambagaswewa Pahalawewa
218. Bamunugama Dangahawewa

219. Digane Mahawewa
220. Digane Ratmalagahawewa
221. Dampelessegamawewa
222. Dunupatagama Pahalawewa
223. Dunupatagama Medawewa
224. Dematagollewewa
225. Ehala Nettipolagamawewa
226. Ehalagamawewa
227. Ehalakonwewa
228. Getilawa Dangahawewa
229. Henagedarawewa
230. Hewampelessewewa
231. Helambewa Henayagewewa
232. Helambewa Nabadagahawewa
233. Kumbukwewa
234. Kekunawawewa
235. Kossogamawewa
236. Kirimetiyawawewa
237. Kirimetiyawa Mawatawewa
238. Karuwalagahawatta Galatabendiwewa
239. Karuwalagahawatta Alutwewa
240. Kekirigodayagamawewa
241. Kongolle Kumbukgahawewa
242. Kottambuwawa Mahawewa
243. Kottambuwawa Konwewa
244. Kotalakemiyawa Pahalawewa
245. Kotalakemiyawa Ambagahawewa
246. Kahapokunewewa
247. Kettapahuwa
248. Kinapitiyawewa
249. Lokurugamawewa
250. Liannagamawewa
251. Munamalegamawewa
252. Madapokunewewa
253. Madurugamawewa
254. Maho Mahawewa
255. Mudunnegamawewa
256. Madurugamakudawewa
257. Mahakonwewa
258. Morogollagamawewa
259. Moragaswewa
260. Makaduwawa Mahawewa
261. Maha Palugaswewa
262. Mudattowagedarawewa
263. Nettipolayagama Ethawetunuwewa
264. Nettipolayagama Ihalawewa
265. Payiligama Paluganwewa
266. Payiligama Ambagahawewa
267. Pahala Nettipolayagamawewa
268. Pahalagamawewa
269. Polpitigamawewa
270. Palamugedarawewa
271. Panikkiyagamawewa
272. Sellaperumagamawewa
273. Sinharagamawewa
274. Talangedarawewa
275. Tambarayagamawewa
276. Tennaidagamawewa
277. Tumbullegamawewa
278. Ullalapola Mahawewa
279. Udagedarawewa
280. Uhumigamawewa
281. Uduweriyawewa
282. Wilagedarawewa

Gantihe Korale.

283. Attanwewa
284. Ambagammana
285. Attapattu Siyambalewa
286. Alabodagamawewa
287. Ambanpola
288. Badalgamawewa
289. Bulwewa
290. Bakmiwewa Pahala
291. Bakmiwewa Ihala
292. Borawewa
293. Balungala
294. Badabaddewa
295. Diulwewa Uda
296. Diulwewa Maha
297. Digane
298. Detowa
299. Dematawewa
300. Getulewa
301. Gonagama
302. Gawaragane
303. Himpitigama
304. Hewanpolagama
305. Halmillakotuwa
306. Hettigama
307. Halambewa
308. Hitokadawala
309. Ipologama Maha
310. Jalatgama
311. Kumbukwewa Nekati
312. Kumbukwewa
313. Kotasiyambalewa
314. Konwewa Ehatuwewa
315. Konwewa Ihala Kudawewa
316. Kudawewa Pahala
317. Kurundegama
318. Kirimetiyawa
319. Kirimetiwattewewa
320. Kukulewa
321. Kandowewa
322. Kasikotte
323. Kalupemmawa
324. Medagama
325. Mannigama Ihala
326. Mannigama Pahala
327. Mampitigama
328. Mamunugama
329. Nunwewa
330. Nelunpattawa
331. Nikunawa
332. Pannalayagama
333. Polpitigama
334. Parasangiliwewa
335. Parapegama
336. Palugaswewa Kuda
337. Pillewewa
338. Panadaragama
339. Palapattale
340. Ranorawa
341. Randenigama
342. Ralowa
343. Siyambalewa
344. Tawaluwewa
345. Talakolawewa
346. Tammitagama
347. Taranagaswewa
348. Taranagaswewa Nekatti
349. Tamare
350. Tammannawa Uda
351. Tammannawa Maha
352. Uswewa
353. Udangawa
354. Urawa
355. Wetiyawa
356. Waduressa Ihala
357. Waduressa Nekatti
358. Walpaluwewa
359. Walpaluwe Ambagammana
360. Waragammana
361. Walaliya
362. Wewalagedarawa Ihala
363. Wewalagedarawa Pahala

GALGAMUWA SUBDIVISION.

Mioyen Egoda Korale.

364. Amunukolewewa
365. Amunukole Galpolawewa
366. Adicarigama
367. Aliyawetunuwewa
368. Demaladiulewa
369. Gurulupitigamawewa
370. Giribawa Pahala
371. Galkadawala Kuda
372. Hettiarachchigamawewa
373. Hangiligamawewa
374. Halmillewa
375. Ihalagama
376. Kohomankulama
377. Kapuhenagamawewa
378. Katuwewa
379. Kubukwewa Gampola
380. Kudawewa
381. Katupotana
382. Kapparawelliya
383. Madawachchiya
384. Maradankadawala Ihala
385. Madawalagama
386. Mailewa
387. Nochchiya
388. Nahittikulama
389. Nallachchiya
390. Nanneriya Maha

391. Nanneriya Ihala
392. Nikawewa
393. Nekatigama
394. Paluwa
395. Palugolle
396. Pedegama
397. Potanegama
398. Rukattana
399. Siyambalawewa
400. Siyambalagaswewa
401. Sangapala
402. Torawa Maha
403. Torawa Uda
404. Tammannawetiya
405. Tambare
406. Tammitagama
407. Tambutta
408. Tammannewa Maha
409. Uswewa
410. Wirapokuna
411. Wewaranawetiya
412. Wanduragala
413. Warawewa
414. Wanni Amunukole
415. Walpaluwa
416. Yantanpolayagama

Hatalispahe Korale East.

417. Acharikonwewa
418. Alutwewa
419. Andrewewa
420. Angamole
421. Angamugamawewa
422. Anguruwellawa
423. Atanapola
424. Badegama Kudawewa
425. Badegama Mahawewa
426. Bongamawewa
427. Dambewa
428. Danduwellewa
429. Diwulgane
430. Ehala Digane
431. Ehala Embogama
432. Ehatuwewa
433. Etinimole
434. Eriyawa
435. Galapitadigane
436. Galkadawala
437. Gaketiyagamawewa
438. Galketitammannewa
439. Gallewa
440. Gettilawa
441. Gurunnehala Hiralugamawewa
442. Hammillewa
443. Hiddewa
444. Hunugallewa
445. Hunuwalpaluwa
446. Kadiruwewa
447. Kattaragama
448. Katugampolayagamawewa
449. Kumbukkadawala
450. Kudagallewa
451. Kudakatuoruwa
452. Kudanitalowa
453. Lokurugama
454. Maha Embogama
455. Mahameruwa
456. Mahanitalowa
457. Medinnoruwa
458. Migaspitiya
459. Mudiyanagalewewa
460. Mudiyanagama
461. Munamalagahawewa
462. Nabadewa
463. Nitogama
464. Oli Diullewa
465. Pahala Digane
466. Pahala Embogamawewa
467. Palleriyawa
468. Potane Hiralugamawewa
469. Potanegamawewa
470. Ranchagodayagamawewa
471. Siyambalagahadalupota
472. Timbiriyawa
473. Udakotuwa
474. Ulpottewewa
475. Unagahawewa
476. Weliyawa
477. Wikadeniyagamawewa
478. Walattewa
479. Walpaluwatta
480. Waratakgamawewa
481. Wedenigama
482. Wegedaragama

Hatalispahe Korale West.

483. Amunukole
484. Ankendewa
485. Arasanwewa
486. Attikulama
487. Danduwellewa
488. Dematawa
489. Diullewa
490. Ehala Palukandewa
491. Embalegamawewa
492. Ganediulewa
493. Gojaragama
494. Henai Andrewa
495. Henaisiyambalewa
496. Henwalagamawewa
497. Hettigama
498. Huruggomuwagama
499. Iddamalpitiya
500. Jagama
501. Kattaikaduwa
502. Kallanchiya
503. Kapugama
504. Karagassena
505. Kelegama
506. Kelekubukwewa
507. Kokwewa
508. Konwewa
509. Kubukwewa
510. Kurundankulama
511. Likolewa
512. Liannagama
513. Madadombe Kudawewa
514. Madadombe Mahawewa
515. Mahagalkadawala
516. Makalanegama
517. Medagama
518. Molewa
519. Monnankulama
520. Mottapettewa
521. Mudattowa
522. Nabadewa
523. Ottukulama
524. Pandipanchawa
525. Pahala Palukandewa
526. Palugama
527. Palusiyambalewa
528. Pambuwatawana
529. Pulanchiya
530. Porasankulama
531. Potunesiyambalewa
532. Pupulawetiya
533. Ramba Ottukulama
534. Ulpotegama
535. Ulpotawewa
536. Wadugama
537. Walaswewa
538. Wanduralegama
539. Wattakuluwagama
540. Wegirawewa
541. Welikandegama
542. Werebendiyawa

List of Tanks provided with Cement Pipe Sluices during the Year 1900.

KURUNEGALA DISTRICT.

WANNI HATPATTU.

Magul Otota Korale.

1. Bogollagama Kumbukgahawewa
2. Bogollagama Alutwewa
3. Tumbulla Nikaweratiya
4. Tumbulla Mahawewa (supplementary sluice)
5. Ihalagama Tandalgedarawewa
6. Palu Timbiriyawa
7. Hintambale
8. Pinnapolegamagallewa
9. Walpolagama
10. Wahantihera Mahawewa
11. Wahantihera Mahawewa (supplementary sluice)
12. Korakahawewa
13. Mikandawewa

14. Wambotuwewa Mahawewa
15. Kadawalagedarawewa
16. Timbiriyawa Mahawewa

Magul Medagandahaye Korale East.

17. Timbiriyawa Pahalawewa
18. Nawana Ambagahawewa
19. Moragollagama
20. Palukonwewa
21. Kelegama Siyambalagahawewa
22. Hettipolagamawewa
23. Pihimbiya
24. Weraheragama
25. Udagirilla
26. Nawana Mahawewa
27. Gallegoda

Magul Medagandahaye Korale West.

28. Kaluwennewa
29. Kumbukwewa
30. Kebellewa
31. Ihalamawatagama Galawewa
32. Kuruvikulama
33. Badahelakonwewa
34. Abokkagama
35. Namuwawa
36. Kudamitowa
37. Radahilogama

Katuwanna Korale.

38. Pahala Balallagedaragawawewa
39. Gurunnehelagewewa
40. Guruwewa
41. Wadurassehenainnewewa
42. Ukwattegamawewa
43. Kitulheragamawewa
44. Naramanakotuwawewa
45. Kiralagedarawewa
46. Kaluarachchiyagamawewa
47. Wagedaragamawewa
48. Medagamawewa
49. Watiyagederawewa
50. Karambegedaragawawewa
51. Migaswewa
52. Dahanakgamawewa
53. Yatakalanegamawewa
54. Galawewa
55. Konwewa
56. Bamunugamawewa
57. Wadugama Nabadagahawewa
58. Timbiriyagedarawewa
59. Nawagattewewa
60. Daladagama Pahalawewa
61. Unagaswewa
62. Ehalagaha Dumbulwewa

Pahalawisideke Korale.

63. Mudunugamawewa
64. Kumbukwewa
65. Udagederawewa
66. Kossogamawewa
67. Dunupatagamawewa
68. Panikkiyagamawewa
69. Mudattowagedarawewa
70. Kotalakemiyawa Mahawewa
71. Kotalakemiyawa Ambagahawewa
72. Karuwalagahawatta Galatalawewewa
73. Karuwalagahawatta Alutwewa
74. Kongolla Kumbukgahawewa
75. Dematagollawewa
76. Digana Mahawewa
77. Digana Ratmalagahawewa
78. Palamugedara Pahalawewa
79. Sellaperumagamawewa
80. Lokurugamawewa
81. Getalawawewa

Mioyen Egoda Korale.

82. Gurulupitigamawewa
83. Potanegamawewa
84. Nekategamawewa
85. Halmillewa
86. Wetiyawewa
87. Siyambalagaswewa Miellewa
88. Palugama
89. Yanthanpolagama
90. Siyambalewa
91. Nalachchiya
92. Pahala Maradankadawala

Gantihe Korale.

93. Konwewa Ahatuwewa
94. Konwewa Ihalawewa
95. Gatalawa
96. Ihalawewalagaderawewa
97. Sinukgallewewa
98. Epolagamawetewewa
99. Ihalawaduressa
100. Parasangiliwewa
101. Pahalakudawewa
102. Badabeddawa
103. Nekatiwadurassa
104. Polpitigama
105. Hewenpolagama
106. Panadaragama
107. Udatammannawa
108. Dematawewa
109. Kumbukgatiwatawewa
110. Attanwewa
111. Konwewa Kudawewa
112. Madadenigamawewa
113. Halambewa
114. Kurundegama

Hathalispaha Korale West.

115. Medagama
116. Pulanchiya
117. Namadawa
118. Hurukgomuwagamawewa
119. Liannagama
120. Likolewa
121. Walaswewa
122. Prothukadawala
123. Dematawa
124. Jagama
125. Henwalagamawewa

Hatalispaha Korale East.

126. Potanegama
127. Medagama
128. Ehala Embogama
129. Mameruwa
130. Hunuwalpaluwa
131. Wedenigama
132. Pahala Embogama

HIRIYALA HATPATTU.

Nikawagampaha Korale.

133. Talawagedaragawawewa
134. Demodarawewa
135. Galahitiyagamawewa
136. Heratgamagederagawawewa
137. Pahalawewa
138. Kumbukkadawalagederagawawewa
139. Damunukolawewa
140. Galkandegama Ihalawewa
141. Dekandewa

PUTTALAM DISTRICT.

DEMALA HATPATTU.

142. Camandallewa
143. Demala Ehalagama
144. Ramankulama
145. Detana
146. Siyambalawa
147. Siyambalagashena
148. Medagama
149. Mawattagama
150. Bogahawewa
151. Walinguru
152. Kuda Madawachchiya

CHILAW DISTRICT.

153. Anawilundan
154. Anawilundan (supplementary sluices)

3.—Statement of the Manufacture and Distribution of Cement Concrete Pipes during the Year 1900.

Particulars.	12-in. Two-feet Pipes.	12-in. One-foot Pipes.	9-in. Junction Block.	9-in. Two-feet Pipes.	9-in. One-foot Pipes.	6-in. Junction Blocks.	6-in. Two-feet Pipes.	6-in. One-foot Pipes.	4-in. Junction Block.	4-in. Two-feet Pipes.	4-in. One-foot Pipes.
Balance in stock on January 1, 1900	12	104	3	764	13	38	1,515	206	12	228	33
Made during the year ...	15	—	1	84	—	24	438	295	58	893	233
Total ...	27	104	4	848	13	62	1,953	501	70	1,121	266
Issued to village tanks in the North-Western Province ...	5	—	4	200	13	62	1,651	501	63	1,058	224
Balance in stock on January 1, 1901...	22	104	—	648	—	—	302	—	7	63	42

NORTH-CENTRAL PROVINCE.

THE Provincial Irrigation Board held seven meetings during the year.

The staff immediately under the Board consisted of Mr. Kanakasuriyam, Chief Irrigation Inspector, in charge of all the village tanks in Nuwarakalawiya; Mr. Winslow, Inspector, and Messrs. Keil, Ratnayake, Siriwardane, and Poulier, Sub-Inspectors, each in charge of a division.

Mr. Auwardt, Inspector, having resigned at the end of 1899, Mr. Winslow was promoted from Sub-Inspector to Inspector in his place in February, Mr. Keil succeeding Mr. Winslow in April. In July Mr. Poulier succeeded Mr. Keil.

The village tanks in Tamankaduwa are in charge of the Revenue Officer G. W. Jayawardane, Mudaliyar.

The year was one of great activity in all branches of irrigation, with promise of still greater activity during the next few years.

(A) VILLAGE TANKS.

(1) *Nuwarakalawiya.*—There are 1,407 tanks under supervision in Nuwarakalawiya, as against 1,383 in 1899, an increase of 14. Of these, 825 are either completed or practically so, and 582 are in various stages of restoration. This adds 221 tanks to the completed list during 1900.

The quantity of earthwork done during the year was 460,404 cubic yards, of which 387,272 cubic yards were for work due during the year, and the balance 73,632 cubic yards for default work of previous years. This shows an increase of 78,599 and 34,623 cubic yards as compared with the work done during 1899, a total increase of 113,222 cubic yards over the previous year. We had not, however, to contend against the impression which prevailed in 1899 that the end of the world was at hand.

The above does not include the earthwork done on Crown tanks being restored on permit, which was 18,196 cubic yards. Comparative statement of earthwork for the past ten years is annexed :—

Comparative Statement of Earthwork for the past Ten Years.

	Cubic Yards.		Cubic Yards.
1891 ...	107,637	1896 ...	385,978
1892 ...	596,583	1897 ...	—*
1893 ...	282,923	1898 ...	403,042
1894 ...	345,336	1899 ...	347,682
1895 ...	359,260	1900 ...	460,904

* Unknown, as work for southern division was not reported.

Of the 208 permits issued up to 31st December, 1900, for restoring abandoned Crown tanks, 25 have been cancelled for neglect. Of the 183 tanks for which permits are still in force, only 82 are being worked. For the remaining 101 tanks, work has either not being started or has been abandoned. Steps have been taken to enforce steady restoration by exacting a certain quantity of work annually. It is hoped that better progress will be shown next year. Twelve permits were issued during the year for the restoration of Crown tanks (*vide* statement annexed):—

Statement of Permits Issued.

Name of Tank.	Korale.	Date of Issue of Permit.
Palugassegama ...	Eppawala ...	January 18, 1900
Kuda Tammannewa ...	Kanadara ...	February 21, 1900
Araluwewa ...	Uddiyankulam ...	February 26, 1900
Timbiriwewa ...	Maminiya ...	March 8, 1900
Elapattewa ...	Kanadara ...	do.
Paliadikulam ...	do. ...	March 28, 1900
Komarikawewa ...	Kalagam ...	May 1, 1900
Amunewewa ...	Negampaha ...	June 21, 1900
Timbalawewa ...	Matombuwa ...	September 11, 1900
Pahala Udumbugala ...	Nuwaragam ...	September 20, 1900
Siyambalagaswewa ...	Kalpe ...	September 24, 1900
Siyambalawewa ...	Kende ...	October 9, 1900

Six village tanks, of which a statement is annexed, were sluiced during the year with cement concrete pipes out of the surplus stock available :—

Statement of Village Tanks sluiced in 1900.

Name of Tank.	Korale.	Size of Sluice.	Remarks.
Kirimetiyawa	Maminiya	4 in.	Additional
Kirindewatta	Kiralowa	6 in.	Inserted to Bissokotuwa
Rambewa	do.	4 in.	Additional
Moragollagama	Udurawa	4 in.	do.
Thalakudapattiya	Kalpe	4 in.	New provision
Ambagahawewa	Uddiyankulam	4 in.	do.

Estimates for slucing 257 more village tanks have been submitted for sanction. The small number of tanks sluiced is owing to the transition of the manufacture of pipes from the Public Works Department to the Provincial Irrigation Board. Until 1900 the pipes had been made by the former, but during this year it has been decided that the Provincial Irrigation Board shall in future manufacture its own pipes ; an estimate for the establishment of a yard, with the necessary appliances, is under the consideration of the Central Irrigation Board.

Fourteen tanks breached during November and December, when, though the rainfall was on the whole poor, there were some heavy local storms. Only one, Nelliyagama in Unduruwa korale, is a completed tank; the other thirteen are comparatively new tanks. The breach at Nelliyagama was due to a leak at the sluice, which might have been stopped had the villagers given it timely attention. Steps have been taken to fill the breaches.

The following tanks have been connected by means of feeder channels:—Rambewa with Dunnabindunuwewa in Kende korale, Kahallee Ulpota with Aramandakotuwa in Kiralowa korale, Verunkulama with Maha Kekirawa in Maminiya korale, and the latter with Kudakekirawa in Kalagam korale.

All prosecutions for default of performing earthwork instituted during 1900 have been disposed of.

The upkeep votes for the maintenance of masonry works, spills and sluices, anicuts and channels on village tanks, and for Talawe-ela anicut were expended.

A new spill water was built in place of the former one which had collapsed in Welimapotane tank in Kalpe korale.

The leaky spill of Embulgaswewa tank was repaired from the fund for urgent minor works.

An estimate for surveying Horiwila tank in Matombuwa korale has been sanctioned and the work will be done in 1901.

(2) *Tamankaduwa.*—There are fifty-two village tanks under restoration in Tamankaduwa, all in a more or less advanced state of efficiency, but none of them yet fully restored.

Of these, forty-four are already sluiced, no less than twenty-seven of these sluices having been provided during 1900. There are two more ready to be sluiced.

The following Crown tanks are being restored on permits:—Anaulundawa, Benduwewa, Karandagaswewa, Tavilodiadikulam, Welattahadakulam, Palatiyakulam, and Ambagaswewa. In all these the breaches have been filled and the bunds cleared. Only the first three have been sluiced. Earthwork is being done annually on all of them.

The total quantity of earthwork done during the year was 47,376 cubic yards.

These village tanks were all filling at the end of the year, and prospects for both a "meda" and "yala" harvest next year were good.

No tanks in this division breached during the year.

(B) The Larger Works.

The following works are under the control of the Director of Irrigation, having been transferred to his charge from the Public Works Department on the formation of the Irrigation Department in May:—

1. *Madawachchiya.*—This is a tank of no greater size than many of the village tanks. It is in fact a village tank, and it is an anomaly that it should not be looked after by the village tank staff; the Director of Irrigation has quite enough on his hands without it. I suggest that it be handed over to the Provincial Irrigation Board, in whose charge it was till October.

2. *The City Tanks.*—Nuwarawewa holds up sufficient water to satisfy present demands, but will probably require enlargement when the Nachchiaduwa scheme described below, of which it forms part, is taken up. The water seems to percolate under the bund of this tank along about one-eighth mile of its length and makes a swamp at the toe of the bund. The swamp should be drained if possible.

Tissawewa is directly connected with Kalawewa by the Yoda-ela, 54 miles in length, and not only irrigates a large tract of fields, but supplies the town of Anuradhapura with its water. It depends almost entirely for its supply on Kalawewa and the Yoda-ela, as it has practically no drainage area of its own.

Towards the end of the year its low-level spill which passes under the bridge on the Puttalam road was raised two feet by means of removable planks fitted into masonry piers, a very simple improvement, which is likely to be of great use.

Basawakkulam was never filled during the year. Owing to the leaky condition of the bund it was considered unsafe to fill it during the early part of the year, when heavy rains might have occurred, and afterwards, when the leaks had been repaired, it did not get a chance. It was therefore necessary to replenish it constantly from Tissawewa, thus throwing double work on the latter. Nevertheless the fields under it secured a very fair "yala" crop.

3. *Kalawewa and the Yoda-ela.*—Owing to the great strain put upon it by the drought, Kalawewa ran dry towards the end of the year, an almost, if not quite, unprecedented occurrence, but not before it had done its work by supplying sufficient water to ripen the "yala" crops of all the tanks dependent on it, where cultivation was commenced in time.

The sluices of Kalawewa are leaky, and a large estimate for their repair has been framed.

Full advantage of the dry season was taken to clear the Yoda-ela of silt and weeds, nearly 2,400 cubes of silt being removed.

Before this was done it had been difficult to get water down to Anuradhapura at all; at the end of the year, when Kalawewa had filled again, there was a good flow coming into Tissawewa.

It is, however, recognized that the Yoda-ela in its present condition is not equal to the work of distributing to the best advantage the large body of water it has to carry. An estimate has been sanctioned for raising its bund, improving the fall and widening the channel, and for several new sluices and spills, &c. The work, which is of some magnitude, will take two or three years to complete; it is to be commenced on the lower 25 miles in May next.

4. *Maha Illupallama.*—This is a fairly large tank belonging to the Kalawewa Yoda-ela system. It has been under restoration for some three years, but owing chiefly to labour difficulties its progress has been disappointing. The place seems to have had a bad name as being unhealthy and haunted by evil spirits, and labourers could not be induced to stay there. There are, however, signs that this prejudice is dying out; about 30 masons and 35 coolies have been collected there. A portion of the bund has been levelled and sloped, two spills have been opened, and a large quantity of stone has been prepared to be used for the sluices which are shortly to be commenced. It is hoped that in next year's report it will be possible to record the completion of this work.

5. *Minneriya.*—The scheme of restoration of this tank is to put in three new sluices, one high-level and two low-level, and to cut a channel some 9 miles long running eastwards just below the summit of the high land which forms the water-shed of the Kawudala-oya and irrigating everything to the south of it. Here, again, labour troubles have stood in the way, but nevertheless some progress has been made. The concrete foundations for the tower of the north low-level sluice have been laid. This has been the most troublesome part of the work owing to the necessity for completely emptying the tank, a by no means easy matter in the case of such a huge reservoir.

The engineer in charge informs me that besides this work all the stone for the building of the tower has been quarried, and about one-third of it has been dressed ready for building, a considerable quantity of stone for the north high-level sluice has been quarried, and the site of the new spill has been cleared of jungle and a commencement made with the earthwork.

6. *Giritale.*—An attempt was made to clear the blocked sluice with dynamite, but without success. Want of labour is said to have prevented this work from being taken seriously in hand.

7. *Topawewa.*—Preliminary surveys and sections of the bund and Yoda-ela have made some progress.

The idea is to restore the old Yoda-ela or canal from the Amban-ganga, which used to feed this tank, and to repair the bund sufficiently to hold up another 7 feet of water.

Originally this tank and Dumbutuluwewa to the south were probably one and formed an immense lake; the old bund connecting them is clearly traceable. They might of course be united again, but Topawewa alone, with its contemplated restoration carried out, will suffice for all requirements for a very long time.

8. *The Nachchiaduwa, Nuwarawewa Maha Galkadawala Scheme.*—The following particulars have been kindly furnished to me by Mr. J. A. Balfour, who, with Mr. L. C. J. Doxat, is engaged on the survey of this work:—

This survey is being carried out with a view to the restoration of the large Sinhalese reservoir known as Nachchiaduwa and the enlarging of the restored tank Nuwarawewa. The ancient works of Nachchiaduwa consist of an earth dam, about a mile and a quarter long, thrown across the valley of the Malwatu-oya, about 2½ miles to the north-west of Galkulam. The embankment runs in a north-east south-westerly direction, and at its north-east extremity there are the ruins of an old masonry spillway. The water-level of the tank when at its old spill-level was probably some 2,500 acres, and its length extended up the valley for 3 miles to where the present bridge on the main road crosses the Malwatu-oya, nearly between the 73rd and 74th mileposts.

Just below this bridge there are the remains of a masonry "anicut" or weir, which raised the water-level of the Malwatu-oya sufficiently for the diversion of part of its flow into a canal. The Nuwarawewa Yoda-ela which runs round the eastern side of Nachchiaduwa to Nuwarawewa and, when at work, strengthened the supply to that reservoir. There are scarcely any traces of the anicut remaining, but the Yoda-ela, although badly breached in many places, is easily traced.

The survey has been in progress for three months. The engineer's first duty was to ascertain the exact nature and extent of the existing Nachchiaduwa works. They have found the embankment to be badly breached in one place near the spillway. The whole river discharges through this breach, which is some 500 feet long. There are also several smaller breaches in the embankment.

At present they are engaged in making contours of the bed of the old reservoir and ascertainiug its capacity, which work is nearly completed.

It is proposed in restoring these works to raise the water-level about 4 or 5 feet. This will greatly increase the contents of the reservoir, and it is also proposed to construct a spillway or, more properly, a head sluice into the lower part of the Nuwarawewa Yoda-ela, which lies below Nachchiaduwa, so that spill water from this tank may be utilized for augmenting the supply to Nuwarawewa.

When the engineers have made detailed surveys of Nachchiaduwa and its irrigation channels, they will proceed to the survey of Nuwarawewa, of which it is also proposed to raise the water-level; but until the surveys are completed nothing definite can be said about it.

The area irrigable from Nachchiaduwa also remains to be ascertained.

This irrigation system does not, however, end with Nuwarawewa. There is another Yoda-ela running north from Nuwarawewa to Maha Galkadawela near Madawachchiya, and it is believed that the water was taken thence to Pavatkulam, near Vavuniya, and possibly still further north.

Mr. J. H. W. Park, Irrigation Engineer, was detached for the survey of Maha Galkadawala at the close of the year.

With so much important work going on, the Board does not propose the immediate undertaking of any further large work, but suggests the following to be taken up next in order when the time comes:—

(1). *The enlargement of the capacity of Kalawewa.*—This can be done either by increasing its storage to a head of 25 feet instead of 20 feet, or by connecting the Dambulu-oya, which feeds it

with the Nalanda-oya, or the Mirisgoni-oya, another feeder, with the Amban-ganga, or perhaps by both these expedients. Mr. Fisher in his Administration Report for 1885 puts the cost of adding the extra 5 feet at only Rs. 30,000, and states that it would increase the efficiency of the tank 60 per cent. (see also Central Irrigation Board Report for 1888, page 38). The question of connecting Kalawewa with one or other of the rivers from the Matale hills has also been, at least partly, investigated.

The demands on Kalawewa have already become so great as to severely tax its present powers, and are likely to become much greater with the extension of cultivation under existing tanks which are dependent upon it, not only in the normal course of expansion, but particularly with the impetus the railway will give. There are also the *Talawa-ela anicut* in working order, but seldom utilized for want of water, and *Maha Illuppallama* under restoration, to be supplied. There is *Turuvila*, too, an important village tank near the railway, now irrigating 100 to 150 acres, but said to be capable of irrigating 1,000 acres if enlarged and connected with the Yoda-ela. Then there are *Katiyawa* and *Angomuwa* with its connected chain of tanks now abandoned, but which, if restored, would render irrigable large tracts of land within easy distance of the railway. Further, Kalawewa is likely to be called upon before long to contribute towards the supply of the Nachchiaduwa-Nuwarawewa scheme now under survey. Last, but not least, is the Balaluwewa Yoda-ela, which is, to quote Mr. Fisher again, "most essential to the full development of the Kalawewa scheme. It waters one of the driest parts of the Province. The canal fills about thirty village tanks in the Negampaha korale of the Kalagam palata, and embraces all the irrigable land lying under Balaluwewa and on the left bank of the Kala-oya down to its junction with the Siyambalangamu-oya."

Even this does not exhaust the list; in fact, as Mr. Fisher states, the irrigating power of the Kalawewa system is only limited by the discharge of the sluices, and the quantity of water stored (see also Capt. Woodward's report quoted in Administration report of North-Central Province for 1876, page 66).

(2.) *The Restoration of the Ancient Irrigation Works in the Valley of the Kala-oya* also seems full of large possibilities. I have gathered information regarding twenty-four tanks which in ancient days were fed by this river, and there are said to be others in the North-Western Province. Some of them are in working order, but being dependent on local rainfall have not filled for the last three years. Others would quickly be restored by the villagers if assured of a constant water supply. All are within reasonable distance of the railway.

This region was explored by Mr. Parker in 1897, and notes of his observations are to be found in his diary (printed) from 1st September to 7th October of that year.

In the meanwhile much can, it is thought, be done to secure even better results than hitherto with the means we already possess :—

(*1*) *By opening and improving connecting Channels between the different Tanks in each Drainage System.*

In his Administration Report for 1887 Mr. Murray wrote : "The importance of connecting village tanks by means of channels so as to economize the water supply has been fully recognized. .....The rainfall is often so unequally distributed that while tanks in one portion of the district fill to overflowing, others in less favoured localities remain almost empty. That the ancients recognized the necessity of such a system is seen in traces of old channels that are frequently come across in the jungle," and similar remarks abound in other Administration Reports.

Something has been done in the past in the direction indicated, but much more remains to be done. The Chief Irrigation Inspector has been instructed to give this question his particular attention.

(*2*) *By placing a properly qualified Officer in charge of Masonry Works on Village Tanks.*

As may be imagined, with over 1,500 tanks to be looked after, there is ample work of this kind, in framing plans and estimates for construction and repair of sluices, spills, &c., and superintending their execution, to fully occupy at least one officer's time. The Irrigation Inspectors, whose proper duty, it is submitted, is the supervision of earthwork, are not qualified engineers. Nevertheless, much masonry work, often costing considerable sums, has been entrusted to them, with the result that unnecessary schemes have been undertaken and injudicious expenditure has been incurred. An officer of the class advocated would save the Central Irrigation Board more than his salary every year, and work would not be delayed, as it now is, by the frequent refusal to pass estimates as untrustworthy.

(*3*) *By the better management of the Earthwork performed by the Villagers.*

With this view the following registers have been opened :—Register of Progress on Crown Tanks; Register of Progress on Village Tanks; Register of Annual Earthwork on Village Tanks; Register of Orders to Vel-vidanes for Earthwork. Monthly returns of all cases have also been provided for.

By this means we shall have a record of the condition and progress of each tank, and of the amount of earthwork due by each shareholder. We shall also ensure that each vel-vidane shall receive a written order, to be communicated by him to the shareholders, specifying the earthwork to be done each year, and that a proper record of all such orders shall be kept. It is hoped that henceforth orders will be clearly understood and therefore carried out, that for this reason and because punishment for default will be more certain the number of defaults will be reduced, and that opportunities for corruption by irrigation headmen will be minimized.

(*4*) *By the Introduction of a Proper System of Issue and Distribution of Water from the Storage Tanks.*

At present there is no system, no record is kept of how much water the cultivators have had, nor is it known how much they require to raise a crop. There is, therefore, no check on waste, and the cultivator revels in his uncurbed improvidence. Rules, as far as possible applicable everywhere, should be framed, but this cannot be done without the study of the conditions prevailing in other parts of the Island. It is believed that the Director of Irrigation has the matter under consideration.

Statements showing unexpended balances brought forward from 1899 and estimates sanctioned during the year are annexed :—

Statement showing Balances brought forward from 1899 on Irrigation Fund Estimates for Expenditure in 1900.

No. of Estimate.	Name of work.	Description of Work.	Date of Sanction.	Amount of Estimate.	Balance brought forward.
				Rs. c.	Rs. c.
203	Welimapotana... ...	Rebuilding the spill ...	Sept. 6, 1899	1,560 0	1,560 0
246	Karapikadai	Completing spill improvement ...	Nov. 29, 1899	576 0	185 32
185	Horowapotana... ...	Reduction of spill level ...	July 11, 1899	247 0	157 53
215	Quarters to Sub-Inspector ...	Erecting quarters to Sub-Inspector, Anuradhapura ...	Nov. 27, 1896	300 0	88 40
164	Ulukkulam outhouses ...	Outhouses at Ulukkulam ...	May 12 1899	42 35	26 60
229	Tappal coolies ...	Engaging tappal coolies to I. S. I.	Oct. 7, 1899	45 0	31 67
168	Cement pipes	Transporting cement pipes. ...	Oct. 9, 1898	1,400 0	586 34
148	Appointment of a surveyor ...	For appointment of a surveyor ...	April 9, 1899	190 0	150 0
227	Irrambakkulama ...	Improving the sluice ...	Oct. 28, 1898	328 0	253 1
244	Ellawewa	Improving the sluice ...	Nov. 29, 1899	1,215 0	1,215 0
		Estimates sanctioned during the Year.		Expenditure, 1900.	
		Maintenance.			
127	Talawa-ela	Maintenance of Talawa-ela ...	Mar. 26, 1900	200 0	190 58
128	Village tanks	Maintenance of village tanks ...	Mar. 26, 1900	2,411 0	2,411 0
		Apportionment.			
144	Marakkala Halmillewa ...	Inserting new gate door in sluice...	May 3, 1900	313 0	82 50
154	Repairs to irrigation bungalows	Repairing quarters at Ulukkulam, &c.	June 13, 1900	135 0	122 87*
155	Quarters, Kekirawa ...	Repairs to quarters ...	June 13, 1900	142 0	130 25*
158	Tappal coolies ...	Engaging tappal coolies ...	June 18, 1900	180 0	150 0*
161	Cement pipes	To cover over-expenditure on estimate 168 of 1898 ...	June 23, 1900	99 81	99 81*
178	Maha Kongaskada ...	Inserting new iron works to sluice	July 31, 1900	514 0	82 50
180	Mediyawa	Improving sluice ...	Aug. 2, 1900	900 0	82 50
189	Tissawewa high-level sluice ...	Distribution gate ...	Aug. 31, 1900	134 0	—†
199	Ipolagama bungalow ...	Rethatching bungalow ...	Sept. 24, 1900	60 0	56 80*
205	Kalawewagoda sluice ...	Distribution gate ...	Oct. 20, 1900	175 0	—†
219	Ipolagama bungalow ...	For whitewashing bungalow ...	Nov. 6, 1900	50 0	—
235	Horiwila tank ...	Taking longitudinal section ...	Dec. 28, 1900	95 20	—
236	Irrigation registers ...	Printing registers ...	Dec. 31, 1900	185 0	—
237	Maps	Mounting two maps ...	Dec. 31, 1900	35 0	—
		On Urgent Minor Works Vote.			
15/14	Embulgaswewa ...	Raising spill water ...	Oct. 7, 1900	76 0	45 63

* Completed. † In charge of Irrigation Engineer, Anuradhapura.

For works contemplated for 1900 see statement annexed :—

Statement of Works contemplated for 1901.

Name of Work.	Service.	Probable Expenditure. Rs. c.
Quarters to Chief Irrigation Inspector	Quarters to Chief Irrigation Inspector in Anuradhapura	—*
Cement pipes	... For manufacturing cement pipes ...	6,492 0†
Relapanawewa (Kalpe)	... Rebuilding damaged spill	500 0
Kokebe ...	... Rebuilding damaged spill	1,000 0
Hiriwadunna	... Building new spill	5,000 0
Kele Halmillewa	... Providing a new spill	600 0
Muva Etagama	... Rebuilding leaky spill	936 0†
Eliyadivulwewa	... Rebuilding leaky spill	1,500 0
Ambagahawewa	... Rebuilding Bissokotuwa sluice ...	2,000 0
Manankattiya	... Rebuilding sluice	4,144 0†
Etambagaskada	... Repairing and improving leaky spill ...	500 0
Palipotane ...	... Inserting new iron work	500 0
Palugaswewa (Matombuwa)	... Rebuilding sluice	1,000 0
Palugaswewa (Eppawela)	... Providing abutments and wings to spill ...	300 0
Veruppankulam	... Inserting new iron work	600 0
Orukmankulama	... do.	300 0
Kallanchiya (Kende)	... do.	600 0
Tambalagollewa	... do.	500 0
Paluwewa (Kanadara)	... do.	300 0
Ratmale	... do.	300 0
Korasagalla ...	... do.	300 0
Petiannekada	... do.	450 0
Mahakumbukwewa	... do.	452 0
Konwewa (Eppawela)	... Rebuilding leaky spill in better design ...	400 0
Oluwewa ...	... do.	300 0
Horiwila ...	... Restoration of Horiwila	30,000 0

* Estimate not yet framed. † Estimate submitted ; not sanctioned yet.

The sum of Rs. 20,386 was apportioned for the Province for maintenance in 1900 and a sum of Rs. 110,000 for new works. The expenditure incurred for works under the control of the Board for the year was Rs. 5,878·97.

Cement Pipe Sluices.—No cement pipes were manufactured during the year for reasons already stated.

Miscellaneous.—In the early part of March Mr. R. B. Campbell was gazetted a member of the Board; the Chief Irrigation Inspector was allowed a clerk in September.

The Director of Irrigation visited the Province in September and again in December.

L. W. BOOTH,
President.

Anuradhapura, March 28, 1901.

PROVINCE OF UVA.

THE period from 6th August to the end of the year, during which I had charge of the Province was too short, owing to the necessary work involved in becoming acquainted with a new Province, to enable me to do anything except carry on work in hand.

From the 23rd August the charge of the following works hitherto maintained by the Public Works Department was transferred to the Provincial Irrigation Board :—

List of Works transferred from the charge of the Public Works Department during the Year 1900.

1. Kumbukkan-oya irrigation works.
2. Hambegamuwa tank.
3. Horaborawewa and Kudawewa.

The conduct of the works of the Board is entrusted to two Inspectors, but there is no trained supervision.

An Irrigation Officer should be stationed in the Province.

The expenditure was as follows on establishment and on the works noted :—

	Rs.	c.
Salary and allowances to two Inspectors	2,460	0
Salary of irrigation clerk	300	0
Salary of Hambegamuwa anicut Guardian	60	0
Salary of Sudupanawela anicut Guardian	120	0
Salary of Gal-oya anicut Guardian	120	0
Maintenance of Okkampitiya irrigation works	1,726	90
Maintenance of Horaborawewa and Kudawewa	226	67
Repairs to Alut-ela	65	75
Repairs to Badulupitiya-ela	100	0
Urgent repairs to Taldena-ela	85	0
Urgent repairs to Kendela-ela	115	20
Surveying and levelling village tanks in the Province	188	50
Repairs to Taldena-ela	345	40
Repairs to Ooma-ela	3,060	28
Katupelelewewa tank, building sluice and spill	1,227	91
	10,201	61

The following amounts were recovered from the respective works on account of water-rate :—

	Rs.	c.
Taldena Alut-ela	34	32½
Mahawela-ela in Dikwella	4	65
Kendela-ela	9	25
Mahawela Yatale amuna	23	92½
Dehigala Maha-ela anicut	403	39
Buttala anicut	71	72
Nelunwewa	34	47
Gal-oya east channel	360	62
Dambagala Kehillandawewa	39	98
Horaborawewa	145	22
Udawewa	22	76
Kudawewa	53	44
Badulupitiya-ela	349	18
Sudupanawela anicut	176	89
Hanwella-ela	68	56
Gal-oya west channel	7	20
	1,805	58

The following works were damaged during the year :—

Badulupitiya-ela ...	...	Supporting wall washed away.
Wellawaya irrigation bungalow	...	Damaged by flood.
Katupelelewewa ...	...	Bund damaged through leakage.
Dambagolla tank ...	...	Channel breached.

Plans and estimates for various works were submitted by the Inspectors under orders from my predecessor. I am personally unacquainted with any of the localities, and without going over them cannot say which are reasonable. The villagers refused to contribute in some cases, the area to be benefited is undefined in others, or seems too small to justify the expenditure. Some schemes are still under consideration as apparently offering advantage at a reasonable expenditure.

The Board held four meetings during the year.

C. D. VIGORS,
President.

Badulla Kachcheri, March, 1901.

PROVINCE OF SABARAGAMUWA.

THE Board held three meetings during the year. Papers requiring attention being circulated at other times among the members.

At the later part of the year the Public Works Department handed over to the Board all the accounts, &c., and difficulty has been experienced in making payments to watchers, &c., and in the execution of works. The only executive officer under the Board is the Sub-Inspector.

During the year no works of any importance were undertaken. The work of construction of the iron trough for the Uggalkaltota channel has been in progress, but owing to the difficulty in transporting the heavy materials of the trough the work could not be completed.

A sum of Rs. 11,600 was apportioned for the Province for new works, against which the following estimates were sanctioned :—

No. of Estimate.	Date of Sanction. 1900.	Name of Work.	Amount of Estimate. Rs. c.	Remarks.
113	March 17	Repair of Embilipitiya tank	400 0	Not complete
210	Nov. 3	do.	110 0	do.
115	March 17	Repair of Alutwewa	100 0	do.
		Total	610 0	

No expenditure has been incurred on account of urgent minor works during the year.

Under the head "Surveys" the following estimates were sanctioned :—

No. of Estimate.	Date of Sanction. 1900.	Name of Work.	Amount of Estimate. Rs. c.	Remarks.
44	March 1	Survey of irrigation works	59 92	Completed
114	March 17	Survey of Walalgoda works	130 0	—
		Total	189 92	

The following estimates were sanctioned for the maintenance of irrigation works during the year :—

No. of Estimate.	Date of Sanction. 1901.	Name of Work.	Amount of Estimate. Rs. c.
46	March 6	Kolonna korale irrigation works	1,500 0
47	do.	Batugedara irrigation works	260 0
48	do.	Opanake aqueduct	20 0
49	do.	Kinchigune irrigation works	180 0
50	do.	Mulgama tank	50 0
51	do.	Malwatta irrigation works	165 0
52	do.	Uggalkaltota irrigation works	500 0
53	do.	Rajawaka bungalow	120 0
54	do.	Tunkame bungalow	120 0
55	do.	Kaltota bungalow	120 0
56	do.	Panamure bungalow	120 0
57	do.	Rakwana-ganga irrigation works	500 0
		Total	3,655 0

Hinguruarawewa.—The survey referred to in the report for last year has been completed, and steps are being taken under the Waste Lands Ordinance about the inquiry into the claims.

Uggalkaltota Irrigation Works.—The total area brought under cultivation up to the end of 1900 is 353 acres. It is hoped that the irrigable extent still remaining unopened will be taken up in 1901, when the iron trough reaches completion. When the area irrigable under the present channel is brought under cultivation, the question about the desirability of extending the channel further should be brought forward.

Rakwana-ganga Scheme.—An extent of 301 acres of land under this scheme has been sold to Mrs. Obeyesekere under Sir Henry Ward's Minute, which was the total irrigable extent remaining unsold at the time under the present channel. When the total extent sold is brought under cultivation, the desirability of extending the channel may be considered, if applicants come forward for land under this work.

Ratnapura Kachcheri,
March 14, 1901.

E. M. BYRDE,
President.

APPENDIX C.

LIST OF THE IRRIGATION STAFF, CEYLON.

December 31, 1900.

		Allowed during 1899.		Proposed during 1900.			
		Salary. Rs.	Allowance. Rs.	Salary. Rs.	Allowance. Rs.	Date of Present Appointment.	Date of First Appointment under Government.
HEADQUARTERS.							
H. T. S. Ward	Director of Irrigation	—	—	12,000	420*	May 15, 1900	May 21, 1876
H. Parker	Irrigation Assistant	9,000	—	9,500	—	Jan. 1, 1898	June 22, 1873
F. J. Tothill	Secretary, Central Irrigation Board, and Office Assistant	—	—	2,000	—	May 15, 1900	Oct. 27, 1898
G. F. Johnpulle	Chief Clerk	1,600	300	1,600	300	May 1, 1888	Aug. 16, 1880
A. Cannappa	Clerk	—	—	900	—	May 21, 1900	Nov. 1, 1875
J. Perera	Draughtsman	720	—	720	—	June 6, 1898	June 6, 1898
F. M. Tambayah	Clerk	500	—	600	—	Jan. 1, 1898	April 9, 1893
J. N. Saverimutto	do.	400	—	480	—	Aug. 1, 1899	Jan. 1, 1897
P. P. Hubert	do.	—	—	480	—	May 21, 1900	June 1, 1899
M. Abubakkar	do.	360	—	400	—	Aug. 1, 1899	Aug. 1, 1899
M. J. Buultjens	do.	360	—	360	—	Dec. 7, 1899	Dec. 7, 1899
K. Periyatamby	do.	—	—	360	—	Jan. 27, 1900	Jan. 27, 1900
H. F. de Fonseka	do.	—	—	360	—	June 9, 1900	— 1874
J. R. Tamber	do.	—	—	360	—	July 2, 1900	July 2, 1900
V. Canagasabai	do.	—	—	360	—	Nov. 15, 1900	Nov. 15, 1900
W. C. R. Allegacoon	do.	—	—	360	—	Dec. 1, 1900	Dec. 1, 1900
IRRIGATION ENGINEERS.							
E. W. Cade	Walawe and Kirindeoya Works, S. P.	3,000	600	3,000	600	Oct. 24, 1898	May 1, 1898
J. W. Nunn	Kalawewa Yoda-ela N.C. P.	3,000	600	3,000	600	May 21, 1898	May 21, 1898
E. G. Eves	Minneri, N.C. P.	3,000	600	3,000	600	Aug. 14, 1898	Aug. 14, 1898
S. H. Bower	Sakamam, E. P.	3,000 —	600 420*	3,000	600 420*	Aug. 15, 1898	Aug. 15, 1898
G. J. O'Brien	Vakaneri, E. P.	3,000	600	3,000	600	Oct. 1, 1899	Oct. 1, 1899
R. F. Morris	Unnichchai Scheme, E. P.	—	—	3,000	600	Mar. 12, 1900	Mar. 12, 1900
C. D. Watts	Anicuts below Rugama Tank, E. P.	—	—	3,000	600	Mar. 24, 1900	Mar. 24, 1900
H. E. de Kretser	Pulugannawa Tank, E. P.	—	—	3,000	600	May 18, 1900	May 18, 1900
M. Sanmukam	Kanukkeni, N. P.	—	—	2,500	360	Aug. 5, 1900	Dec. 11, 1886
N. M. Walker	Giant's Tank	—	—	4,000	600	July 27, 1900	May 20, 1890
J. A. Balfour	Nuwarawewa	—	—	4,000	600	Aug. 10, 1900	Aug. 10, 1900
L. C. J. Doxat	Nachiyaduwa	—	—	4,000	600	Aug. 18, 1900	Aug. 18, 1900
G. D. Gordon	Minneri, N.C. P.	—	—	4,000	600	Nov. 17, 1900	Nov. 17, 1900
J. H. W. Park	Mahagalkadawala	—	—	4,000	600	Nov. 1, 1900	Nov. 1, 1900
J. H. C. Chute	do.	—	—	4,000	600	Nov. 16, 1900	Nov. 16, 1900
CHIEF IRRIGATION INSPECTORS.							
A. Goonewardene	N.W. P.	3,360	960	3,360	960	Feb. 19, 1884	1877
E. R. MacDonnell	N. P.	3,000	1,200	3,000	1,200	June 1896	June 1886
C. Kanakasuriyam	N.C. P.	3,000	960	3,000	960	Sept. 1890	Sept. 1890
W. Ferguson†	S. P.	3,000	1,200	3,000	1,200	April 17, 1899	Dec. 6, 1888
F. Booth	E. P.	—	—	3,000	1,200	Feb. 1, 1900	—
IRRIGATION SURVEYOR.							
H. C. Berwick	Irrigation Works near the Northern Railway	—	—	3,600	600	July 1, 1900	July 1, 1900
ASSISTANT ENGINEER.							
W. Bowden	Magam pattu Surveys, S. P.	—	—	1,440	360	Aug. 1, 1900	Aug. 1, 1900
ASSISTANT SURVEYORS.							
C. Muttuvelu	—	—	—	1,200	—	Nov. 1, 1900	Nov. 1, 1900
M. A. Vasagam	—	—	—	1,200	—	Nov. 1, 1900	Nov. 1, 1900
IRRIGATION INSPECTORS.							
G. Hawkins	N.W. P.	1,500	720	1,500	720	April 1, 1899	Dec. 1, 1893
A. C. Buttery	E. P.	1,000	360	1,500	480	Jan. 1900	1883
S. Ramalingam	Giant's Tank, N. P.	1,500	300	1,500	300	July 25, 1899	Dec. 1, 1875
M. J. Winslow	N.C. P.	1,000	360	1,000	480	Feb. 1900	Jan. 1878
SUB-INSPECTORS.							
First Class.							
A. Presudi	Channel to Allai, E.P.	1,200	360	1,200	360	July 8, 1898	July 8, 1898
J. F. Ratnayake	N.C. P.	1,000	360	1,000	360	April 1889	April 1889
V. Vraspillai	N. P.	1,000	—	1,000	—	June 1, 1896	Jan. 1, 1871
H. N. de Hoedt	E. P.	1,000	360	1,000	360	Aug. 11, 1898	Aug. 11, 1898
C. H. Eyhianghertz	Uva	1,000	500	1,000	500	Dec. 12, 1899	Nov. 2, 1871
J. L. Caspersz	C. P.	1,000	360	1,000	360	Feb. 10, 1899	July 1894
A. C. Rodrigo	S. P. (Walawe)	1,000	360	1,000	360	April 1, 1899	Aug. 1888
G. W. Selvadurai	N.W. P.	1,000	360	1,000	360	June 15, 1899	Feb. 1, 1891
D. M. Jayasundera	N.W. P.	1,500	360	1,000	360	Nov. 21, 1899	April 1, 1893
S. A. Weeraperuma	N.W. P.	1,000	360	1,000	360	Jan. 1, 1899	July 1, 1892
E. J. Meurling‡	N. P.	1,000	360	1,000	360	June 19, 1899	April 1, 1894
W. Keil	N.C. P.	720	240	1,000	360	April 1900	1881
A. Nagamuttu	N. P.	720	240	720	240	July 20, 1899	Jan. 10, 1887

* Horse allowance. † On leave of absence. ‡ Acting as Inspector, S. P.

		Allowed during 1899.		Proposed during 1900.		Date of Present Appointment.	Date of First Appointment under Government.
		Salary.	Allowance.	Salary.	Allowance.		
SUB-INSPECTORS—*contd.*							
Second Class.		Rs.	Rs.	Rs.	Rs.		
N. Outschoorn	N.W. P.	720	240	720	240	April 24, 1899	April 24, 1899
V. Thalayasingham	C. P.	720	240	720	240	June 1, 1899	June 1, 1899
S. Dabre	Sabaragamuwa	720	240	720	360	Feb. 10, 1899	Feb. 10, 1899
R. Gunaratnam	N.C. P.	720	240	720	240	July 4, 1898	July 4, 1898
P. Siriwardene	N.C. P.	720	240	720	240	May 20, 1895	Sept. 1889
C. Arumugam David	E. P.	720	240	720	240	Feb. 9, 1900	April 1899
S. Kartigesu	N.W. P.	720	240	720	240	Mar. 1, 1899	Mar. 1, 1899
R. H. M. Morgan	N.C. P.	720	240	720	240	Aug. 16, 1899	Aug. 16, 1899
A. Rajakariar	N. P.	720	240	720	240	June 15, 1899	June 15, 1899
W. H. Solomons	N.W. P.	—	—	720	240	Feb. 1, 1900	Feb. 1, 1900
V. Nellailingam	E. P.	—	—	720	240	Mar. 1, 1900	Mar. 1, 1900
E. D. Dharmasena	Uva	—	—	720	240	Jan. 1, 1900	Feb. 2, 1891
A. W. Kirthisinghe	S. P.	—	—	720	240	Mar. 1, 1900	Mar. 1, 1900
G. C. Bartlett	E. P.	—	—	720	240	Mar. 9, 1900	Mar. 9, 1900
K. Sinnatamby	E. P.	—	—	720	240	Mar. 13, 1900	Mar. 13, 1900
A. J. Schaffter	E. P.	—	—	720	240	May 18, 1900	May 18, 1900
Allan Poulier	N.C. P.	—	—	720	240	July 4, 1900	July 4, 1900
F. S. Muttiah	E. P.	—	—	720	240	Aug. 22, 1900	Aug. 22, 1900
P. B. Weerasinghe	E. P.	—	—	720	240	Dec. 11, 1900	Dec. 11, 1900
P. B. Madahapola	Guardian, Deduru-oya Channels, N.W. P.	720	180	720	180	Jan. 1, 1898	Jan. 14, 1890
B. de Zilva	Guardian, Kirinde-oya Works, S. P.	—	—	720	—	May 1, 1900	May 1, 1900
T. Y. Doole	Guardian, Walawe, S. P.	—	—	720	180	Feb. 5, 1900	Feb. 5, 1900
CLERKS.							
J. W. Phillips	Giant's Tank, N. P.	600	—	600	—	Sept. 1894	Sept. 1890
C. Muttucumaru	N.W. P.	480	—	480	—	Jan. 1, 1887	Jan. 1, 1887
D. Patrick	N.C. P.	420	—	420	—	Feb. 1899	Feb. 1899
C. T. Tampoe	E. P.	—	—	360	—	Dec. 15, 1899	—
M. S. Chellappa	N.C. P.	—	—	360	—	Sept. 5, 1900	Sept. 5, 1900
V. Mutturasa	N. P.	—	—	360	—	Nov. 1, 1900	Nov. 1, 1900
GUARDIANS:							
First Class.							
S. Colandavelu	Anuradhapura Tanks, N.C. P.	600	—	600	—	Feb. 1, 1899	Nov. 1, 1869
Second Class.							
G. Dewasagayam	Kumbukkan, Uva	480	—	480	—	Jan. 1893	May 1890
K. Chellappah	Kalawewa, N.C. P.	480	—	480	—	Oct. 14, 1898	July 10, 1894
H. Ismail	Urubokka Dam, S. P.	480	—	336	—	1891	1884
C. M. Lourensz	Kirama Irrigation Works, S. P.	—	—	360	—	July 30, 1900	July 30, 1900
W. de Silva	Urapola Anicut, S. P.	360	—	480	—	1891	1871
J. Lourensz	Udukiriwila Tank and Anicuts, S. P.	360	—	360	—	1889	1865
A. Ragel	Irakkamam, E. P.	360	—	360	—	Nov. 1, 1899	May 1887
A. Ponnampalam	Kurunegala Channel, Wenoruwewa Tank, Bu-ela Anicut, N.W. P.	360	—	360	—	April 1, 1895	April 1, 1895
W. I. de Zylva	Mediyawa Tank, Galgamuwa, N.W. P.	360	—	360	—	April 15, 1897	April 15, 1897
R. W. Rosairoe	Rugama Tank, E. P.	360	—	360	—	Dec. 9, 1897	Dec. 9, 1897
D. Roy	Naulla, Panama, and Lahugalla Tanks, E. P.	360	—	360	—	Jan. 1, 1898	—
J. Anthony	Kantalay Tank, E. P.	360	—	360	—	1898	—
M. Gabrielpillai	Allai, Peruveli, and Ilakkantai Tanks, E. P.	360	—	360	—	1884	1883
J. L. de Febre	Diwulana and Tumpankeni Tanks, E. P.	360	—	360	—	Nov. 15, 1886	Nov. 15, 1886
R. Ludekens	Denagama and Weangwewa, S. P.	300	—	480	—	July 30, 1900	1890
D. J. Gogerly	Hali-ela, S. P.	300	—	300	—	1877	July 1877
D. V. Samarasingha	Ellawela, S. P.	300	—	300	—	1891	July 1878
P. Augustine	Sakamam Tank, E. P.	300	—	300	—	Feb. 1, 1900	Sept. 1896
W. F. Tillekeratne	Dandeniya, S. P.	300	—	300	—	1898	—
D. S. Ponnampalam	Kadukkamunai and Pulugannawa Tanks, and Manalpuddi-aru Anicut, E. P.	—	—	300	—	1900	—
K. Nallappa	Amparai Tank, E. P.	—	—	300	—	Feb. 1, 1900	Feb. 1, 1900
J. A. Vandergucht	Chadayantalavai and Viragoda Tanks, E.P.	240	—	250	—	Sept. 1892	—
S. Sinnayah	Andankulam and Periyakulam Tanks, E. P.	240	—	250	—	1892	1892
J. Kanapathipillai	Pattipolai-aru Anicuts, E. P.	240	—	250	—	May 1891	May 1880
Matho	Kekanadura Tank, S. P.	240	—	250	—	1894	—
T. B. C. Dassanaike	Dedduwa Channel, S. P.	240	—	250	—	Oct. 1894	Oct. 1894

APPENDIX D.

List of Tanks restored and maintained by Government.

	Head at Sluice in Feet.	Area at Spill-level in Acres.
Northern Province.		
Vavuniya	12 ...	350
Mandukoddai	10·6 ...	210
Iratperiyakulam	15 ...	535
Mamadu	12 ...	162
Maha Irambaikulam	10 ...	144
Kanakarayankulam...	12 ...	174
Periyakulam	13 ...	119
Venkalacheddikulam	10 ...	156
Olukkulam	14 ...	479
	(18	876)
Southern Province.		
Kekanadura	26·5 ...	216
Ellawela	30 ...	1,260
Hali-ela	30 ...	240
Uyanwewa	14 ...	29
Denagama	13 ...	782
Kirama	4 ...	200
Dandeniya	30 ...	47
Udukiriwila	12 ...	650
Tissawewa	11 ...	?
	(10	425)
Yodawewa	9 ...	1,200
Debarawewa	6 ...	130
Henagahapuwewa and Konwewa	4 ...	80
Mutiyammawewa	4 ...	35
Eastern Province.		
Kantalay	24 ...	3,486
Periyakulam	8 ...	200
Andankulam	9 ...	182
Allai	9 ...	2,632
Peruvelikulam	4 ...	352
Ilakkantai	3 ...	105
Rugama	14·9 ...	2,504
Pullumalai	7·6 ...	45
Maha-oya	9 ...	18
Kadukkamunai	9·16 ...	564
Pulugannawa	20·5 ...	338
Hakgalawewa	8·14 ...	22
Kehelulla	8·14 ...	1½
Diwulana	19·5 ...	361
Tumpankeni	12 ...	145
Sadayantalawa	12 ...	360
Viragoda	12 ...	296
Amparai	12 ...	816
Irakkamam	14 ...	1,200
Sakamam	13 ...	450
Rotawewa	10 ...	553
Lahugala	8 ...	300
Panawa	10 ...	300
Naula	10 ...	150
Western Province.		
Kadurugahawewa	6·5 ...	14
Digmaga Pahalawewa	5·75 ...	9
Polgahawewa	7·5 ...	4
Dikmaga Ihalawewa	6·25 ...	7
Boralesgamuwa	9 ...	30
Central Province.		
Pelwehera tank	8·5 ...	15
Waluganwewa	19·5 ...	6·3
Eraula	3 ...	5
Karawilahena	8 ...	6
North-Central Province.		
Kalawewa	22 ...	?
	(20	4,425)
Tissawewa	15·3 ...	396
Basawakkulam	16·5 ...	255
Nuwarawewa	17 ...	2,100
Mahamadawachchiya	12 ...	177
North-Western Province.		
Kurunegala	8 ...	112
Wenoruwewa	17 ...	202
Magallawewa	15 ...	768
Maha Uswewa	15 ...	?
	(12	328)
Galgamuwa	22 ...	668
Mediyawa	14 ...	275
Batalagoda	11·7 ...	635
Tinapitiya	5·5 ...	178
Meddeketiya	10 ...	85

	Head at Sluice in Feet.	Area at Spill-level in Acres.
Province of Uva.		
Dambagalla	14 ...	20
Nelunwewa	6 ...	25
Horaborawewa	18 ...	30
Mahatalawewa	9 ...	1
Udawewa	10 ...	50
Hambegamuwa	13 ...	251
Medabeddewewa	9·6 ...	4
Province of Sabaragamuwa.		
Hinguruarawewa	21·83 ...	40
Embilipitiya	3·5 ...	35
Tunkame Mahawewa	5·67 ...	15
Alutwewa	6·67 ...	15
Epitagodawewa	5·5 ...	10
Hirigalkatuwawewa	5·83 ...	15
Rambukkanawewa	5 ...	4
Hinguruwewa	18 ...	30

List of Tanks in course of Construction or Restoration during 1899.

Northern Province.		
Giant's tank	10 (17 ...	4,425 6,380)
Kanukkeni tank	15 (16 ...	? 430)
Eastern Province.		
Vakaneri tank	15 ...	1,068
North-Central Province.		
Maha Iluppallama	14 (16 ...	? 559)
Minneri tank	29 (28 ...	? 4,358)
Giritala tank	— ...	—

List of Surveyed Tanks not yet Restored or Constructed.

Northern Province.		
Pavatkulam	18 ...	2,029
Kuray	10 ...	324
Iranaimadu	26 ...	4,530
Upper reservoir, Giant's tank	17 ...	2,670
Southern Province.		
Oluwila	7 ...	140
Eastern Province.		
Tembittiya tank	9 ...	259
Kalugalbemma	14 ...	128
Vammiyadi	12 ...	195
Helawa	8 ...	55
Wadugamuwa	8 ...	193
Maduvilkulam	6 ...	140
Tumparai	— ...	—
North-Central Province.		
Nachiyaduwa	16	2,240
Hurulla	18 ...	1,032
North-Western Province.		
Siyambalangamuwa	22 ...	1,405
Pandawewa	15 ...	1,360
Hengamuwa	10 ...	246
Nirammulla	20 ...	644
Uriyawa	15 ...	145
Kurundulla	9 ...	84·5

Statement of Tanks and Channels in charge of Provincial Irrigation Boards on December 31, 1900.

Province.	Works restored and maintained by Government.		Village Tanks and Channels.			
			Completed.		In Hand.	
	Tanks.	Channels.	Tanks.	Channels.	Tanks.	Channels.
Western	4	—	1	—	—	—
Central	3	12	1	28	—	149
Northern	8	—	3	—	488	—
Southern	9	16	—	—	—	—
Eastern	15	1	51	—	93	—
North-Western	8	3	542	—	821	—
North-Central	—	—	825	—	765*	—
Sabaragamuwa	9	—	—	11	—	—
Uva	15	28	6	4	28	—

* Of the 765 tanks in hand 183 are Crown tanks, on permit.

APPENDIX E.

STATE OF THE IRRIGATION FUND IN 1900.

	Irrigation Fund Proper.	Votes of the Legislature for special Works.	Votes for Maintenance of Irrigation Works.	Vote for Salaries and Allowances.	Vote for Surveys.	Total.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Balance brought forward from 1899 ...	406,281 21	39,478 99	21,957 7	733 96	32,082 93	500,534 16
Amount of votes for 1900 ...	200,000 0	—	67,000 0	70,000 0	15,000 0	352,000 0
Amount of supplementary votes for 1900 ...	—	—	—	12,105 38	—	12,105 38
Total available for expenditure ..	606,281 21	39,478 99	88,957 7	82,839 34	47,082 93	864,639 54
Expended during the year ...	279,074 35	—	74,556 16	77,022 76	19,743 74	450,397 1
	327,206 86	39,478 99	14,400 91	5,816 58	27,339 19	414,242 53
Value of timber debited to estimates ...	1,577 97	—	171 44	—	—	1,749 41
	328,784 83	39,478 99	14,572 35	5,816 58	27,339 19	451,991 94
Refunds credited during the year ...	1,262 39	—	—	—	—	1,262 39
Balance carried forward to 1901 ...	330,047 22	39,478 99	14,572 35	5,816 58	27,339 19	417,254 33
Balance in Treasury on January 1, 1901 ...	313,874 7	39,478 99	14,572 35	5,816 58	27,339 19	401,081 18
Cash in hands of Government officers ...	16,173 15	—	—	—	—	16,173 15
Total ...	330,047 22	39,478 99	14,572 35	5,816 58	27,339 19	417,254 33

Statement of Expenditure from the Irrigation Fund, 1900.

Province.	Balances unexpended in 1899 and brought forward for 1900.		Amount of such Balances expended during 1900.		Balances remaining unexpended at the end of 1900.	
	On Apportionment.	On Special and other Votes of Legislature.	On Apportionment.	On Votes of Legislature.	On Apportionment.	On Votes of Legislature.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western	4,841 55	—	867 34	—	3,974 21	—
Salaries, Headquarters ...	—	4,946 69	—	740 51	—	4,206 18
Surveys	—	1,268 87	—	1,268 40	—	0 47
Central	2,295 1	—	2,181 99	—	113 2	—
Surveys	—	1,089 84	—	—	—	1,089 84
Northern	28,410 39	—	23,011 62	—	5,398 77	—
Surveys	—	8,018 26	—	761 31	—	7,256 95
Southern	4,949 77	3,129 33*	2,273 68	—	2,676 9	3,129 33*
Surveys	—	5,653 63	—	4,280 94	—	1,372 69
Eastern	3,641 90	—	2,367 37	—	1,274 53	—
Surveys	—	933 92	—	580 91	—	353 1
North-Western	18,951 79	—	14,447 63	—	4,504 16	—
Surveys	—	2,278 52	—	196 94	—	2,081 58
North-Central	26,871 65	—	11,611 57	—	15,260 8	—
Surveys	—	725 54	—	331 82	—	393 72
Uva	255 30	—	112 75	—	142 55	—
Surveys	—	75 0	—	—	—	75 0
Maintenance	—	198 20	—	197 60	—	0 60
Sabaragamuwa	5,310 54	35,103 36†	4,045 77	—	1,264 77	35,103 36†
Miscellaneous	2,092 15	—	1,535 59	—	556 56	—
Total ...	97,620 5	63,421 16	62,455 31	8,358 43	35,164 74	55,062 73

* Balance vote for Walawe-ganga scheme.
† Balance vote for Uggalkaltota (Rs. 20,000), Rs.16,000·92; and balance on vote for Tunkame (Rs. 20,000), Rs. 19,002·44.

[*Continued over*]

Statement of Expenditure from the Irrigation Fund, 1900—*contd.*

	Amount of Estimates sanctioned and apportioned in 1900.	Amount expended on such Estimates.	Balance at end of 1900.
Western Province.	Rs. c.	Rs. c.	Rs. c.
Salaries, &c., Headquarters ...	23,384 83	22,949 29	435 54
Apportionment from Irrigation Fund	318 77	241 18	77 59
Maintenance	381 0	328 91	52 9
Surveys	—	—	—
Salaries	—	—	—
Central Province.			
Apportionment from Irrigation Fund	443 15	368 0	75 15
Maintenance	2,495 0	2,395 66	99 34
Surveys	330 0	240 80	89 20
Salaries	2,620 0	2,156 67	463 33
Northern Province.			
Apportionment from Irrigation Fund	105,370 30	96,985 56	8,384 74
Maintenance	3,950 0	3,695 22	254 78
Surveys	—	—	—
Salaries	7,280 0	6,582 75	697 25
Southern Province.			
Apportionment from Irrigation Fund	28,583 69	20,028 95	8,554 74
Maintenance	18,713 0	17,754 63	958 37
Surveys	—	—	—
Salaries	4,840 0	3,512 59	1,327 41
Eastern Province.			
Apportionment from Irrigation Fund	42,610 2	31,820 47	10,789 55
Maintenance	14,498 0	14,207 56	290 44
Surveys	10,023 80	5,933 89	4,089 91
Salaries	15,480 0	12,788 92	2,691 8
North-Western Province.			
Apportionment from Irrigation Fund	21,686 15	12,298 47	9,387 68
Maintenance	10,804 51	10,611 43	193 8
Surveys	15,857 14	5,561 25	10,295 89
Salaries	12,080 55	11,670 43	410 12
North-Central Province.			
Apportionment from Irrigation Fund	32,484 41	27,748 53	4,735 88
Maintenance	20,086 0	20,013 95	72 5
Surveys	300 0	282 50	17 50
Salaries	12,460 0	11,539 30	920 70
Province of Uva.			
Apportionment from Irrigation Fund	6,505 50	5,193 16	1,312 34
Maintenance	2,808 0	2,253 57	554 43
Surveys	350 0	197 50	152 50
Salaries	2,880 0	2,688 99	191 1
Province of Sabaragamuwa.			
Apportionment from Irrigation Fund	672 16	388 1	284 15
Maintenance	3,655 0	3,097 63	557 37
Surveys	189 92	107 48	82 44
Salaries	1,080 0	1,080 0	—
Miscellaneous.			
Salaries	2,531 67	1,442 79	1,088 88
Instruments, &c.	44,651 8	21,417 23	23,233 85
Total ...	472,403 65	379,583 27	92,820 38

APPENDIX F.

Abstract of the Gross Expenditure from the Irrigation Fund during 1900.

		Rs.	c.
Apportionments, 1900, from the Irrigation Fund proper		217,932	35
Balances brought forward from previous years		61,142	0
Against Special Vote, 1900		—	
Balances brought forward from previous years		—	
Against Maintenance Vote, 1900		74,358	56
Balances brought forward from previous years		197	60
Against Survey Vote, 1900		12,323	42
Balances brought forward from previous years		7,420	32
Against Salaries and Allowances Vote, 1900		74,968	94
Balances brought forward from previous years		2,053	82
	Total ...	450,397	1

Statement of Works in Progress, and undertaken, during 1900.

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	NORTHERN PROVINCE. *Estimates brought forward from 1899.*	Rs. c.	Rs. c.	Rs. c.	
134 of 1894	Giant's tank: restoration	4 64	—	2 75	Earth excavation, including trimming of slopes
143 of 1895	Kanukkeni tank: restoration ...	242 28	—	240 53	Removing stones to site of spill wall; clearing jungle
32 of 1896	Giant's tank: constructing eighty-two village tank sluices	7,072 93	—	2,810 40	Sluicing tanks; painting and tarring the sluices of 82 tanks
209 of 1897	Sluicing village tanks: for inserting 12-in. Molesworth sluices	5,373 48	—	5,355 82	Excavation nearly 400 cubes; raising coffer dam and bailing water. Planking, fixing sluices, &c,
231 of 1898	Pipe sluices: for cement concrete pipes for sluicing village tanks, Mannar District ...	933 83	—	933 57	Cement concrete pipes made
232	Pipe sluices: for cement concrete pipes for lengthening existing sluices, Mannar District	168 29	—	167 84	do.
239	Sluicing of village tanks: for purchase and transport of tools	656 23	—	208 86	Tools purchased
187 of 1899	Cement concrete pipe sluices: for transporting	593 15	—	128 33	Transported pipes to different stations from pipe factory at Vavuniya

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
205	Sluicing village tanks: for certain improvements in the construction of the works provided on estimate No. 209 of 1897 ...	1,452 0	—	1,250 38	Value and transport of cement
223	Mamadu tank: repairing one large leak in the bund	42 96	—	42 57	Cutting and examining leaks, puddling trenches, turfing, &c.
231	Quarters of Sub-Inspector, Mantai: for putting up a stick fence round the new quarters of the Irrigation Sub-Inspector ...	75 0	—	74 97	Fenced round quarters of the Sub-Inspector village Tanks, Mantai
—	Advance on account Giant's tank: restoration	11,795 60	—	11,795 60	Planking bridges and spills, &c.
	Estimates sanctioned in 1900.				
143	Inspector's quarters, Vavuniya: for removing the two windows and fixing two doors ...	—	62 30	62 0	Two windows in front portion removed and two fixed in lieu of them
177	Three feet road culvert: for erecting a 3 ft. span culvert on the Mannar-Madawachchiya road	—	195 0	195 0	—
195	Kanukkeni tank: for additional works ...	—	10,000 0	6,265 0	40 cubes metal broken, 13 cubes stone dressed, 8 cubes iron stones wedged. Jungle clearing, thatching, and repairing lines
—	Giant's tank works: for restoration (advance)	—	95,000 0	90,371 88	Blasting rocks, wedging stones, and dressing and fixing beam stones at head sluice, building parapet wall at head sluice. Trimming masonry. Preparing stones for sluices in the tank. Tarring and painting iron works. Lines and buildings, &c.
	Urgent Minor Works.—				
15/6	Measuring tape: purchase of a measuring tape, Northern Province ...	—	8 50	6 42	—
15/12	Sub-Inspector's quarters, Mantai: for repairing the quarters of the Sub-Inspector of Village Tanks, Mantai	—	75 0	75 0	—
15/13	Sinnar dam: for repairing the leaks to the Sinnar dam at Mullaittivu ...	—	12 0	10 26	Laying concrete
15/15	Irrigation bungalow at Kanakarayankulam: for minor repairs	—	17 50	—	—
	Total ...	28,410 39	105,370 30	119,997 18	
	SOUTHERN PROVINCE.				
	Estimates brought forward from 1899.				
163 of 1897	Walawe-ganga scheme: opening 2nd mile of outlet channel	1,938 53	—	591 14	—
203 of 1897	Udukiriwila tank: repairs to ripple wall ...	837 69	—	593 2	Building ripple wall and repairing bund
13 of 1899	Denegama tank: repairing defects in the sluices	1,199 91	—	305 98	Plastering masonry in sluices, fixing bolt to prevent bending the lifting rod, fixing lifting rod, removing sand and silt
189 of 1899	Arachchiamuna: for certain improvements to channel	252 56	—	248 7	Stone masonry in spill walls
214 of 1899	Bridge over the Beminiyanwila channel: for the erection of a bridge	595 68	—	410 47	—
248 of 1899	Tissa and Yodawewa: repairing breaches at Yodawewa and repairing spill wall at Tissa	125 40	—	125 0	Spent on maintenance of Tissa works. the original cost of repairing the breaches, &c., having been met from the estimate for maintenance

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	Estimates sanctioned in 1900.	Rs. c.	Rs. c.	Rs. c.	
1	Udukiriwila channel: for constructing 4 distributing channels	—	270 0	218 27	
16	Walawe-ganga channels: opening a subsidiary channel towards Lunama Walawe-ganga works	—	4,521 35	2,598 44	
137	For certain improvements to the channel under Arachchiamuna	—	105 0	105 0	Filling earth and extra masonry built
160	Improvement of road near Liyangahatotaela: for raising and deviating portion of the road	—	1,972 0	605 54	
175	For the erection of temporary quarters for the Irrigation Engineer, Tissa ...	—	617 10	449 0	Cost of erecting quarters to Irrigation Engineer consisting of two bedrooms and a sitting room in the main building in wattle and daub walls, plastered and whitewashed, and for thatched roof, and for erecting kitchen, servants' room, and outhouses
183	Dedduwe lake: for repairs to Dedduwe bund	—	2,600 0	52 0	—
188	Tissa works: for repairs to breached portion of Tissa spill and replacing planking at Ellagalla anicut	—	941 44	737 83	This expenditure was incurred in erecting a coffer dam and cutting a temporary spill on the high ground of Tissa tank occasioned by a portion of the masonry spill giving way. It also includes the cost of repairing the breach of the old spill, &c.
191	Walawe-ganga channels: for improvements...	—	15,887 70	14,782 47	—
212	Denegama tanks: for rubble filling to check scour at Denegama spill water ...	—	1,183 0	—	—
176	Canoes for tanks: for construction of double canoes for tanks in Hambantota District ...	—	457 60	457 15	—
	Urgent Minor Works—				
15/8	Measuring tape: for the purchase of a measuring tape	—	8 50	8 25	—
15/9	Furniture: for making a bookstand for the use of the Provincial Irrigation Board ...	—	20 0	15 0	—
	Total ...	4,949 77	28,583 69	22,302 63	
	EASTERN PROVINCE.				
	Estimates brought forward from 1899.				
187/98	For transporting and inserting cement concrete pipes in Bintenna	288 0	—	183 87	Transport of pipes to Bintenna
195/98	Peruveli tank; for raising bund ...	2,934 0	—	1,845 62	Materials, labour, and transport
11/99	Kantalay tank, Barber's channel: for fixing bar locks in anicuts and sluices ...	56 8	—	43 59	do.
211/99	Etalai tank: for inserting a sluice ...	137 13	—	104 4	Value of materials
247/99	Canoes: for the purchase of two single canoes for Pulukunavi and Kadukkamunai tanks...	109 44	—	95 0	Value of boats
251/99	Pullumalai tank: for urgent repairs ...	117 25	—	95 25	Clearing jungle excavation, wedging, and removing cracked stone, &c.
	Estimates sanctioned in 1900.				
4	Repairs to kalingulas: for the repair of old kalingulas in Karavahu pattu, Kalmunai district	—	287 0	284 48	Work completed
5	Tumpankeni tank: for compensation to be paid to the purchasers of lands under Tumpankeni tank	—	127 48	126 86	Compensation fund
112	For fixing iron bar locks to certain kalingulas in Karavahu pattu	—	262 0	255 79	Work completed
116	Furniture and stationery: for the purchase of furniture for the Provincial Irrigation Board, Eastern Province	—	45 50	41 53	Furniture purchased
130	Makilur Periyakulam: for inserting two sluices to a village tank in Eruvil pattu, Kalmunai	—	1,320 0	1,298 29	Work completed

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
131	For inserting two sluices to village tanks in Karavahu pattu	—	1,320 0	1,308 36	Work completed
132	For the transport and insertion of cement concrete pipes to village tanks in Karavahu pattu	—	46 50	45 93	do.
133	For the insertion of two sluices to village tanks in Porativu pattu, Kalmunai ...	—	1,254 50	1,246 6	do.
134	For fixing stop planks to two culverts in the bund of a village tank in Porativu pattu...	—	209 0	191 55	do.
135	Manufacture of cement pipe sluices for village tanks, Batticaloa and Kalmunai Districts	—	1,877 25	1,849 97	Materials, labour, and transport
136	Manufacturing, transporting, and inserting cement pipe sluice to Siriyakulam in Panama pattu	—	103 25	91 93	Work completed
139	Manufacture of cement concrete pipe sluices for village tanks, Bintenna pattu ...	—	859 50	845 95	Materials, labour, and transport
142	Tents for Irrigation Engineers: for the purchase of four tents	—	606 25	322 99	Tents purchased
157	Kalmadu anicut: for replacing stop planks in Kalmadu anicut	—	300 0	131 38	Filing and barking six palu trees, cut saw pit, beams for scaffold, and removing trees to pit
172	For the purchase of two tents for the Chief Inspector, Eastern Province ...	—	263 50	230 4	Tents purchased
173	For the payment of salary of orderly to Irrigation Sub-Inspector, Batticaloa ...	—	60 0	60 0	Salary paid
192	Sakamam and Vammiyadi scheme ...	—	5,000 0	3,994 3	Clearing jungle. Temporary bungalows, lines, and buildings, &c.
194	Anicuts below Rugam: for the proposed irrigation works below Rugam ...	—	3,554 54	3,554 54	Transport fund deduction. Value of materials, &c.
201	Guardian's bungalow at Irrakkamam: for building a Guardian's bungalow ...	—	1,813 0	87 53	Clearing and uprooting jungle on the site for the guardian's bungalow
213	Allai tank: for repairs	—	400 0	160 66	Materials, labour, &c.
214	Pattipolai-aar works: for repairs to sluices at the Pattipolai-aar works	—	1,796 0	—	—
218	Transport of cement pipe sluices: for the transport of pipe sluices to village tanks, Batticaloa and Kalmunai Districts ...	—	500 0	22 64	Transport
222	Vakaneri scheme: for the proposed irrigation works at Vakaneri. Estimated amount Rs. 353,654 allowed during 1900 ...	—	20,000 0	15,483 36	—
223	Kantalay tank: for repairs... ...	—	50 0	—	Amount to be expended in 1901
228	For repairs to a leak at the Puluganawa tank	—	100 0	76 60	Repairing leaks by painting joints of masonry with cement
230	Quarters of Sub-Inspector, Panama: for erecting quarters for the Sub-Irrigation Inspector, Panama pattu ...	—	180 0	—	Work not commenced
234	Mutur channel from Allai tank: for constructing a headwork on the Mutur channel, Trincomalee District ...	—	39 0	—	do.
	Urgent Minor Works—				
15/3	Pullumalai tank: for urgent repairs ...	—	50 0	45 0	Completion report sent with Provincial Engineer's letter No. 352
15/10	Furniture: for purchase of furniture required for the use of the Chief Irrigation Inspector and the office of the President, Provincial Board ...	—	85 75	65 0	Furniture purchased
	Total ...	3,641 90	42,610 2	34,187 84	
	WESTERN PROVINCE.				
	Estimates brought forward from 1899.				
178/98	Kotugoda anicut: repairs	104 12	—	92 18	18 cubes earthwork, 3 cubes rubble masonry, turfing and tarring planks
17/99	Boralesgomuwa tank: repairs ...	757 54	—	731 16	108·25 cubes earthwork in bund and sluice, gravelling bund, putting clay puddle, &c.
176/99	Talangama tank: building sluices ...	3,934 60	—	—	Work stopped
184/99	Nikatu-ela: repairs	45 29	—	44 0	Work completed in 1899

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	Estimates sanctioned in 1900.	Rs c.	Rs. c.	Rs. c.	
43/99	Nikatu-ela sluice : for tarring ...	—	33 0	31 77	Scraping, clearing, and tarring the wood and iron works
198/99	Thoragala-ela : for repairs	—	130 0	53 65	Paid Factory charges for repair of rods and transport fund
	Urgent Minor Works—				
15/4	Nikatu-ela sluice : for removing the weeds, &c., at Nikatu-ela	—	22 62	22 61	Weeds removed
15/5	Nikatu-ela : for filling in old channel ...	—	116 15	116 15	—
15/16	For sinking a trial pit at the site of a proposed lock near the Kelani river ...	—	17 0	17 0	Completed
	Total ...	4,841 55	318 77	1,108 52	
	CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
134/98	Siyambalagahawela sluice : improving sluice...	165 18	—	138 37	The sluice has been adjusted
213/99	Pelwehera tank : for repairs ...	619 83	—	619 40	The leaks in bunds have been adjusted
230/99	Cement pipe sluices : for the manufacture of cement pipes for use of village tanks in Matale	1,000 0	—	965 62	Cement pipes manufactured
236/99	Lamasuriyagama-ela bungalow : for repairs...	396 0	—	361 0	Roof adjusted
245/99	Pipes : for purchase of 55 stoneware pipes for iron sluices in tanks, Matale District ...	114 0	—	97 60	—
	Estimates sanctioned in 1900.				
152	Cement pipe moulds : for manufacturing cement pipes for village tank sluices, Matale District	—	300 0	293 0	Cement pipes manufactured
238	Bodi-ela : for repairs	—	15 15	—	To be executed in 1901
	Urgent Minor Works—				
15/18	Repairs to breach in Ma-ela : for temporarily repairing a breach in the Maha-ela, Nuwara Eliya District	—	28 0	—	do.
15/19	Waduwawala-ela : for urgent repairs ...	—	100 0	75 0	—
	Total ...	2,295 1	443 15	2,549 99	
	NORTH-CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
158/96	Giritalawa tank : for fixing iron pipe sluice...	127 78	—	—	—
215/96	For building house for Superintendent of Village Tanks, Anuradhapura ...	88 40	—	86 90	Work completed
9/97	Giritale tank : for completion of restoration	577 64	—	—	—
109/97	Kalawewa channels : constructing ...	10,812 32	—	—	No work done during the year.
154/97	Maha Illuppalama : for complete restoration	6,649 56	—	6,213 36	Erected two spills and earthwork
221/97	Cement pipes : for transport ...	32 78	—	—	—
151/98	Nuwarawewa : for clearing bund ...	815 21	—	146 0	2·30 acres uprooting
168/98	For transporting cement pipe sluices to various outstations	586 34	—	586 34	Completed
175/98	Giritalawa tank : for a hand grab dredge ...	182 32	—	—	—
211/98	Giritalawa tank : for working the grab dredge	455 41	—	59 40	An attempt was made to open out the low-level sluice with dynamite, but without success
227/98	Irrambaikulam : improving sluice ...	253 1	—	52 0	Cost of ironwork and transport. The ironwork arrived too late
245/98	Minneri tank : for completing the opening out of the inlet	13 90	—	13 10	Removing the earth slipped into channel
164/99	Quarters for Sub-Inspector, Anuradhapura : for putting up outhouses at Ullukkulam ...	26 60	—	25 0	Work completed
169/99	Nuwarawewa : for cutting a path from Nachchiaduwa towards Turuwilla ...	250 86	—	239 61	Took levels, &c. Completed
185/99	Horawapotana tank : for reduction of spill level	157 53	—	156 61	Work completed
203/99	Welimapotana tank : for re-building the spill	1,560 0	—	1,478 63	Completed
229/99	Tappal coolies : for salaries of tappal coolies to Sub-Inspector of Village Tanks ...	31 67	—	30 0	do.
244/99	Ellawewa tank : for improving sluice ...	1,215 0	—	84 50	Cost of ironwork and transport. The ironwork arrived too late
246/99	Karapikadai tank : for completing the improvement work of the spill ...	185 32	—	143 28	Work completed
250/99	Repairs to wooden troughs, Anuradhapura ...	2,850 0	—	2,296 84	Erected three wooden troughs

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks
	Estimates sanctioned in 1900.	Rs. c.	Rs. c.	Rs. c.	
144	Marakala Hammillawe : for inserting a new Molesworth gate and door in the sluice of Marakala Hammillawe ...	—	313 0	93 89	Iron work indented for, not received yet
154	For upkeep of irrigation bungalows at Ulukulam, Madawachchiya, and Ratmalagahawewa	—	135 0	126 92	Work completed
155	For effecting repairs to quarters of Sub-Inspector of Village Tanks, Kekirawa ...	—	142 0	134 51	do.
158	Tappal coolies : for pay of tappal coolies for the Sub-Inspector of Village Tanks at Ipolagama, Ulukkulam, and Ratmalgahawewa...		180 0	150 0	do.
161	Transport of cement pipes : to cover the over-expenditure incurred against estimate No. 168 of 1898	—	99 81	99 81	Work done
178	Mahakongaskada : for inserting new iron works to Mahakongaskada sluice ...	—	514 0	97 92	Iron work indented for, not received yet
180	Mediyawa sluice : for inserting new iron works and improving sluice of Mediyawa tank in Eppawala korale	—	900 0	109 50	do.
185	Mudaliyar's channel : for improvements to Mudaliyar's channel under Bassawakulam	—	190 0	179 16	161 cubes earthwork excavation. Transport fund and contingent charges
189	Tissawewa : for building a distribution gate under Tissawewa high-level sluice ...	—	134 0	4 2	Transport fund deduction
197	Nuwarawewa : for opening drains at Nuwarawewa	—	515 0	15 45	do.
199	Ipolagama bungalow : for thatching Ipolagama irrigation bungalow and outhouses	—	60 0	56 80	Work completed
202	Maha Illuppallama : for completing the restoration of Maha Illuppallama tank (Rs. 39,450)	—	4,012 59	4,012 59	Masonry work, excavation in foundation of the spill. Repairs to lines and bungalows. Transport, &c.
204	Nachchiyaduwa : for the survey of Nachchiyaduwa Nuwarawewa and connected works	—	3,090 0	1,815 57	The contours of Nachchiyaduwa are nearly completed. A fairly solid bungalow has been erected
205	Distribution gate : for a distribution gate for Muna Sinnatamby's land under Godakalawewa channel	—	175 0	69 41	Masonry work. Excavation in foundation. Transport, &c.
206	Kalawewa Yoda-ela : for improving (Rs. 154,168)	—	2,000 0	1,154 54	Earth excavation. Contingent Charges, &c.
219	Ipologama bungalow : for whitewashing the irrigation bungalow, Ipologama ...	—	50 0	—	No work done
235	Horiwila tank : for the survey of Horiwila tank	—	95 20	—	do.
236	Printing of registers : for printing certain registers for the use of Irrigation Inspector, North-Central Province	—	185 0	—	Work done, but expenditure not paid yet
237	Maps : for mounting two maps, viz., irrigation map of the Province and topographical survey of Ceylon for the use of the Provincial Irrigation Board, North-Central Province	—	35 0	—	No work done
	Minneri tank restoration	—	19,582 81	19,582 81	Stones wedged and dressed and transported. Excavation in foundation in low level sluice. Concrete laid, puddling, building masonry. Jungle cleared, lines built and repaired, &c.
	Urgent Minor Works—				
15/14	Embulgaswewa : for repairing the spill water at Embulgaswewa ...	—	76 0	45 63	Work completed
	Total ...	26,871 65	32,484 41	39,360 10	
	North-Western Province.				
	Estimates brought forward from 1899.				
139/98	Manufacture of pipes : sluicing 66 tanks with cement concret pipes	49 37	—	47 25	—

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
186/98	Meddeketiya tank: raising and widening bund	378 4	—	212 67	Work stopped owing to insufficiency of funds
203	Building 11 masonry sluices in village tanks	370 58	—	365 6	—
229	Randenigama tank: construction of sluice and spill	718 56	—	591 81	—
42/99	Randenigama tank: for raising and altering sluice	343 0	—	—	—
143	Deduru-oya works: for additional masonry works	475 56	—	212 41	—
145	Deduru-oya works: for a minor channel to Tillawelagala	137 50	—	41 44	—
146	Deduru-oya works: for opening a distributing channel to Uyangalla ...	1,526 8	—	1,526 8	Clearing jungle, earth excavation, masonry, lines, &c.
147	Deduru-oya works: building two inspection and one Guardian's bungalow ...	3,624 66	—	857 28	Opening service road, clearing quarry, cutting and repairing pegs, fixing planks, &c.
168	Cooly lines: erecting temporary cooly lines at Balalla at Wanni hatpattu ...	98 57	—	96 0	—
181	Deduru-oya channels: for completing the works	1,603 90	—	1,603 90	—
196	Irrigation bungalows: for building two bungalows for the occupation of Irrigation Sub-Inspectors	633 87	—	369 73	One bungalow is completed
200	Building stables and an additional room in the irrigation bungalow at Nikaweratiya	196 0	—	195 35	Completed
202	Maha Uswewa: repairs and improvements ...	394 96	—	247 74	14 squares of pitching, 36 cubes earthwork, and value of planks
215	For building a sluice in Pille tank ...	427 83	—	425 16	—
216	Building a sunk wall in the natural spill of Diyakelivawa	166 93	—	—	—
217	Sluicing 100 village tanks in Kurunegala, Chilaw, and Puttalam Districts ...	6,862 74	—	6,861 62	—
218	Widening the spill in Mahamadarvachchiya tank, Puttalam	114 95	—	33 42	—
219	Blasting the rock in outlet channel of sluice in Pahala Puliyankulam	38 0	—	34 66	—
222	Rebuilding the sluice in Mahagalkadawela tank	390 85	—	388 88	—
253	Tents: for providing three tents for the use of Sub-Inspectors of Village Tanks ...	264 60	—	241 25	Completed
30/16	Maha Uswewa: for a distributing sluice ...	135 24	—	95 92	do.
	Estimates sanctioned in 1900.				
181/99	Deduru-oya channels: for completion of Deduru-oya channels on account estimate Rs. 25,989·80	—	10,000 0	7,079 64	—
138	Deduru-oya works: for compensation to be paid for land acquired for the Batalagodawewa irrigation works	—	2,420 98	2,420 98	—
140	Maha Uswewa: for Maha Uswewa channel additions	—	290 0	133 66	Completed
145	For building sunk walls in natural spills in Detowa Wilowa, Ambanpola and Pambuwatawana tanks, Kurunegala District ...	—	734 40	732 26	—
146	Opening a spill water in Maha Koonwewa, Wanni hatpattu	—	255 0	253 43	—
146	Deduru-oya works: for opening a distributary channel to Uyangalla (balance of estimate of Rs. 9,139)	—	5,139 0	1,521 36	—
215	Meddekettiya tank: for repairs (supplementary)	—	2,070 0	—	—
232	Subsidiary channel under Maha Uswewa: for survey	—	100 0	34 70	—
	Urgent Minor Works—				
15/2	For building a culvert at the 15th and 16th milepost, Chilaw-Wariapola road ...	—	146 77	122 44	—
15/20	Village tanks sluices: for urgent and immediate repairs to village tanks sluices and spill in Kurunegala and Puttalam Districts	—	530 0	—	—
	Total ...	18,951 79	21,686 15	26,746 10	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
	PROVINCE OF UVA.				
	Estimates brought forward from 1899.				
7/99	Alut-ela : for certain repairs ...	58 53	—	52 50	Completed
208	Nelunwewa : repairs to the masonry of wing wall of the outlet	3 25	—	3 25	—
210	Sluicing village tanks : fixing sluices to the village tanks in Wellassa ...	129 17	—	—	—
226	Badulupitiya-ela : repairs	64 35	—	57 0	—
	Estimates sanctioned in 1900.				
2	Uma-ela : for repairs to Uma-ela anicut and channel	—	3,089 50	3,089 50	40 cubes excavation, 5 squares cement grouting, 26·64 cubes masonry in lime mortar, &c.
129	For the pay of a watcher for the Bibile cement pipe factory	—	30 0	30 0	—
149	Katupelallawewa : for building sluice and spill	—	2,025 0	1,288 66	20 cubes excavation, erecting powder magazine. Transport, &c.
159	For the employment of two overseers for the supervision of village tanks ...	—	360 0	360 0	—
216	Taldena-ela : for rebuilding the damaged masonry and other repairs ...	—	680 0	325 0	Completed
221	Medabeddawewa : for repairs to Medabeddawewa sluice	—	110 0	—	—
226	For the employment of two overseers for the supervision of village tanks ...	—	60 0	—	—
	Urgent Minor Works—				
15/1	Badulupitiya-ela : for improving the lower bank of Badulupitiya-ela ...	—	100 0	100 0	—
15/17	Dikwella-ela : for supplying deficit planks to Dikwella-ela anicut	—	51 0	—	—
	Total ...	255 30	6,505 50	5,305 91	
	PROVINCE OF SABARAGAMUWA.				
	Estimates brought forward from 1899.				
195/99	Uggalkaltota channel : for constructing an iron trough	3,603 84	—	2,824 68	Transport of materials, masonry works, bailing water, excavation, clearing quarries, &c.
240	Uggalkaltota channel : for constructing a distributing sluice	106 70	—	94 37	Building masonry sluice
259	Uggalkaltota channel : for constructing an iron trough	1,225 0	—	1,115 47	Transport fund and value of iron trough
260	Mulgama tank : for repairs ...	375 0	—	11 25	Transport fund
	Estimates sanctioned in 1900.				
113	Embilipitiya tank : for repairs ...	—	400 0	296 90	Transport fund, wedging stones, removing stones, excavation, &c.
115	Tunkame Alutwewa : for repairs of the sluice	—	100 0	33 65	Transport fund, excavation, and taking out sluice, transport of pipe and cement, masonry works, and transport of valve
210	Embilipitiya tank : for repairs to the sluice of Embilipitiya tank	—	110 0	—	—
	Urgent Minor Works—				
15/7	Batugedara channel : for urgent repairs ...	—	60 0	55 30	—
15/11	Transport of Instruments : for payment of cost of transport of instruments ...	—	2 6	2 16	—
	Total ...	5,310 54	672 16	4,433 78	

Statement of Expenditure on Maintenance of Irrigation Works in 1900.

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	NORTHERN PROVINCE.	Rs. c.	Rs. c.	Rs. c.	
	Estimates brought forward from 1899: Nil.				
	Estimates sanctioned in 1900:				
	For upkeep—				
11	Giant's tank works, Northern Province ...	—	750 0	585 24	—
24	Kanakarayankulam	—	200 0	199 77	Weeding bund, clearing jungle, cutting white anthills, gravelling bund, transport fund, &c.
25	Iratperiyakulam	—	250 0	249 97	Gravelling bund, repairing leaks, weeding bund, clearing jungle
26	Vavuniya	—	200 0	199 91	Cutting ant-hills, clearing bund, weeding, &c.
27	Mamadu	—	300 0	299 72	Gravelling bund, repairing leaks, clearing bund, weeding, &c.
28	Mandukoddai tank	—	200 0	199 81	Clearing bund, weeding, &c., repairs to leaks
29	Vengalacheddikulam	—	200 0	200 0	Weeding, gravelling, clearing silt, and filling cracks, &c.
30	Periyakulam	—	200 0	199 95	Removing silt, gravelling top of bund, clearing channel, &c.
31	Maha Rambaikulam	—	250 0	249 52	Clearing bund, weeding, &c., cutting ant-hills, repairing leaks, &c.
32	Periya Olukkulam	—	300 0	299 42	Clearing bund, weeding, &c., gravelling bund, repairing sluice walls and planks
36	Kanukkeni tank	—	600 0	599 97	Thatching cement shed and lines at spill, clearing jungle and weeding bund and channels
151	Sluiced village tanks in Mullaittivu District	—	500 0	411 94	Repairs done to village tanks, such as tarring, fixing plank, clearing silt, &c.
	Total ...	—	3,950 0	3,695 22	
	SOUTHERN PROVINCE.				
	Estimates brought forward from 1899. Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
12	Walawe-ganga irrigation works ...	—	4,620 0	4,619 52	—
13	Kirinde-oya do. (Tissa) ...	—	2,550 0	2,534 68	Pay of guardian, repair of buildings and roads, clearing jungle and weeding, removing silt, &c.
117	Waggalmodara flood outlets ...	—	413 0	332 26	Guardian and two watchers employed in opening and closing sluice gates
118	Dedduwe irrigation works ...	—	969 0	691 97	Guardian and two watchers employed in opening and closing sluice gates and removing silt from bed of channels
119	Gangaboda pattu irrigation works ...	—	3,860 0	3,753 45	Weeded and cleared channels, masonry built in repairing distribution gates, repaired bridges across channels, &c.
120	Dandeniya irrigation works ...	—	850 0	789 32	Cleared embankments, &c., repairing breaches in channels, &c.
121	Denagama and Weangwewa irrigation works	—	781 0	719 57	Weeded and cleared bunds and spills, cleared channels, removed anthills from bunds, &c.

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
122	Kekanadure irrigation works ...	—	1,000 0	870 26	Cleared jungle along channels. Pointed masonry in distribution gates in cement, &c.
123	Urubokka do. ...	—	850 0	650 80	12 miles, cleared channels in cutting jungle, weeding bunds, and repairing breaches
124	Udukiriwila do. ...	—	1,440 0	1,440 0	Usual upkeep works in clearing out channel and closing sluices, repairing bund, &c.
125	Kirama do. ...	—	1,260 0	1,233 0	do.
190	Kirinde-oya (Tissa works) ...	—	120 0	119 80	Pay of guardians, repair of building and roads, clearing jungle and weeding, removing silt, &c.
	Total ...	—	18,713 0	17,754 63	
	EASTERN PROVINCE.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
33	Pattipola-aru scheme	—	3,535 0	3,533 78	Pay of guardians, repairs to buildings, bungalows, roads, clearing jungle and weeding, removing silt, &c.
34	Sagamam works ...	—	1,345 0	1,344 97	do.
35	Kantalay tank	—	1,050 0	1,050 0	Pay of guardian, general upkeep of bund and channel, clearing jungle and weeding, &c.
58	Hakgalawewa, Batticaloa District ...	—	33 0	31 32	Upkeep of tank during the year
59	Maha-oya tank, do. ...	—	114 0	112 52	do.
60	Pullumalai tank, do. ...	—	120 0	112 76	do.
61	Rugama tank, do. ...	—	1,000 0	989 9	do.
62	Kadukkamunai tank, do. ...	—	339 0	323 4	do.
63	Manalpuddi-ar anicut, do. ...	—	382 0	342 98	do.
64	Pulukunavi tank, do. ...	—	451 0	434 29	do.
65	Diwulanai tank, do. ...	—	793 0	766 17	do.
66	Tumpankeni tank, do. ...	—	326 0	313 46	do.
67	Chadayantalawa tank, Kalmunai District ...	—	630 0	628 32	do.
68	Viragoda tank, do. ...	—	270 0	269 48	do.
69	Naulla tank, do. ...	—	400 0	398 98	do.
70	Panama tank, do. ...	—	400 0	398 78	do.
71	Rotawewa tank, do. ...	—	550 0	549 71	do.
72	Lahugala tank, do. ...	—	410 0	409 52	do.
73	Illakkantai tank, Trincomalee District ...	—	170 0	169 22	do.
74	Allai tank, do. ...	—	950 0	943 75	do.
75	Peruveli tank, do. ...	—	200 0	196 62	do.
76	Andankulam tank, do. ...	—	470 0	449 67	do.
77	Periyakulam tank, do. ...	—	560 0	439 13	do.
	Total ...	—	14,498 0	14,207 56	
	WESTERN PROVINCE.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
18	Polgaha tank	—	50 0	42 75	Clearing 15 cubes earthwork, turfing, clearing jungle, and repairing sluice gates
19	Kadurugaha tank	—	50 0	45 25	Clearing 12 cubes earthwork at sluice, 12 in. bund, and clearing jungle
20	Dikmaga Ihala tank	—	50 0	44 25	Clearing 23 cubes earthwork at sluice and bund and clearing jungle

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
21	Dikmaga Pahala tank	—	50 0	42 75	Repairs to spill and clearing jungle
22	Attidiya sluice	—	45 0	18 23	Driving cocoanut pile, turfing bund, repairing bridge, pointing brick-work, &c.
23	Nikatu-ela sluice	—	136 0	135 68	Guardian's pay, tarring sluice, repairs to bund
	Total ...	—	381 0	328 91	
	CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
78	Ma-ela, Kandy	—	400 0	397 2	Usual maintenance
79	Waduwan-ela, Kandy	—	200 0	197 90	do.
80	Bodi-ela do.	—	400 0	394 52	do.
81	Lamasuriyagama-ela and guardian's bungalow	—	300 0	238 0	do.
82	Barrack Plain reservoir, Nuwara Eliya ...	—	25 0	18 25	do.
83	Karawilahena tank, Matale ..	—	50 0	45 44	do.
84	Nadeniya amuna, do. ...	—	20 0	19 20	do.
85	Elahera head sluice, do. ...	—	25 0	20 25	do.
86	Village tank sluice, do. ...	—	250 0	247 75	do.
87	Village labour supervision ...	—	375 0	373 85	Paid for supervision
88	Bowetenna channel	—	120 0	117 59	Usual maintenance
89	Weeragahapelessa-ela	—	10 0	9 10	do.
90	Dambulla tank	—	10 0	9 90	do.
91	Eraulla tank	—	35 0	34 35	do.
92	Nicol-oya Upper-ela	—	25 0	24 25	do.
93	Kurukulayage amuna	—	50 0	48 29	do.
94	Pelwehera tank, Matale	—	200 0	200 0	do.
	Total ...	—	2,495 0	2,395 66	
	NORTH-CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
14	Minneri tank	—	300 0	299 92	The sluices were kept clear of obstructions and bungalow and approach roads kept in order.
37	Kalawewa scheme	—	9,200 0	9,199 7	Pay of guardian, repairs to building lines, bungalows, clearing jungle and weeding, removing silt, &c.
38	Tissawewa works	—	2,530 0	2,529 11	do.
39	Basawakulam	—	1,750 0	1,736 64	do.
40	Nuwarawewa	—	3,515 0	3,506 7	Pay of overseers, repairs to building lines, clearing jungle and weeding, repair of sluices and spills
126	Maha Madawachchiya	—	180 0	135 56	Pay of head cooly, clearing jungle and weeding, removing silt, repairs to masonry, &c.
127	Talawe-ela anicut	—	200 0	196 58	Work completed
128	Village tanks	—	2,411 0	2,411 0	Work completed
	Total ...	—	20,086 0	20,013 95	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
	NORTH-WESTERN PROVINCE.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
10	Deduru-oya works	—	4,775 51	4,766 75	—
99	Kurunegala tank sluice and channel ...	—	460 0	444 29	Condition satisfactory and upkeep, such as clearing and weeding channel
100	Wenoruwewa tank	—	450 0	449 92	do.
101	Magallawewa tank	—	486 0	485 79	do.
102	Bu-ela anicut	—	270 0	269 86	do.
103	Kospotu-oya anicut	—	80 0	61 60	do.
104	Meddeketiya tank	—	300 0	292 72	do.
105	Mediyawa tank	—	528 0	494 96	do.
106	Galgomuwa tank	—	330 0	277 5	do.
107	Paragoda anicut	—	35 0	30 70	do.
108	Maha Uswewa	—	660 0	659 71	—
109	Tinipitiyawewa	—	470 0	423 45	—
110	Sluiced village tanks	—	1,000 0	997 93	—
111	Six irrigation bungalows	—	960 0	956 70	—
	Total ...	—	10,804 51	10,611 43	
	PROVINCE OF UVA.				
	Estimates brought forward from 1899.				
	For upkeep—				
128 of 1899	Sudupanawila anicut	10 0	—	10 0	—
129 of 1899	Hambegamuwa tank	20 0	—	20 0	—
197 of 1899	Taldena-ela: for urgent repairs ...	85 0	—	85 0	—
198 of 1899	Kendala-ela: for urgent minor repairs ...	83 20	—	82 60	—
	Estimates sanctioned in 1900.				
	For upkeep—				
41	Okkampitiya Yoda-ela ...	—	1,988 0	1,726 90	Usual maintenance
95	Horaborawewa and Kudawewa ...	—	520 0	226 67	Pay of guardians, clearing silt at sluice, &c.
96	Sudupanawila anicut	—	60 0	60 0	—
97	Hambegamuwa tank	—	120 0	120 0	—
98	Gal-oya anicut	—	120 0	120 0	—
	Total ...	198 20	2,808 0	2,451 17	
	PROVINCE OF SABARAGAMUWA.				
	Estimates brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
	For upkeep—				
46	Kolonna korale irrigation works ...	—	1,500 0	1,471 92	Repairing and fixing planks, transport of materials, removing silt, &c.
47	Batugedara do.	—	260 0	247 80	Transport fund, pay of coolies
48	Openake aqueduct	—	20 0	0 60	Transport fund
49	Kinchigune anicut	—	180 0	105 40	Transport fund, pay of watcher, raising bund
50	Mulgama tank	—	50 0	21 50	Transport fund, pay of watcher
51	Malwatte irrigation works ...	—	165 0	124 95	do.
52	Uggalkaltota do.	—	500 0	499 66	Transport fund, pay of watcher, repairs, removing silt and boulders
53	Rajawaka bungalow	—	120 0	119 60	Pay of watcher, value of materials, thatching
54	Tunkame do.	—	120 0	119 60	Pay of watcher, materials, and repairs
55	Kaltota do.	—	120 0	120 0	do.
56	Panamure do.	—	120 0	53 60	Pay of watcher, transport fund
57	Rakwana-ganga irrigation works ...	—	500 0	213 0	Transport fund, pay of watcher, removing silt
	Total ...	—	3,655 0	3,097 63	

Statement of Irrigation Surveys in Progress, and undertaken, during 1900.

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
	NORTHERN PROVINCE.				
	Estimates brought forward from 1899.				
188 of 1896	Kurai tank : survey of a supply channel ...	582 0	—	—	—
149 of 1897	Survey of Akathimurippu tank ...	4,850 0	—	—	—
182	Kurai tank : survey of a supply channel ...	184 30	—	—	—
4 of 1898	Surveys and levels, Giant's tank ...	2,281 10	—	761 31	—
212	Surveys at Olumadu tank	120 86	—	—	—
	Estimates sanctioned in 1900.				
	Nil.				
	Total ...	8,018 26	—	761 31	
	SOUTHERN PROVINCE.				
	Estimates brought forward from 1899.				
143 of 1898	Completing contour survey of lands under Magam pattu channel	2,542 58	—	2,112 50	—
169	Lunama channel and Beminiyanwila drainage scheme : tracing channel ...	169 90	—	46 0	—
241	Surveys and levels at Tissa	2,687 48	—	1,874 93	—
204 of 1899	Surveys and levels at Walawe works ...	253 67	—	247 51	—
	Estimates sanctioned in 1900.				
	Nil.				
	Total ...	5,653 63	—	4,280 94	
	EASTERN PROVINCE.				
	Estimates brought forward from 1899.				
227 of 1896	Survey of site for bunds and spill of Kondavaddavan tank	240 0	—	—	—
170 of 1898	Surveying the Vakaneri project ...	394 38	—	387 52	—
238 of 1898	Channel to Allai tank : surveys ...	240 85	—	162 24	—
26 of 1899	Completing the surveys and levels at Sakamam and Vammiyadi	31 33	—	31 15	Repairs to buildings, bungalows, roads, &c.; removing silt, &c
212	Tracing channels to certain lands under Allai tank	27 36	—	—	No work commenced
	Estimates sanctioned in 1900.				
9 of 1900	Unnichchai tank : for completing surveys ...	—	1,560 0	1,559 92	Completed. Channel tracing for 25 miles with cross section on same. Levelling bund line and sinking trial pits, plotting levels and surveys, and making drawings and estimates of proposed Unnichchai scheme
42	Vakaneri irrigation scheme : for completing the surveys	—	250 0	250 0	—
141	Anicut below Rugam tank : for survey and levels	—	300 0	299 82	Completed
147	For the survey of minor irrigation works ...	—	1,000 0	327 39	—
179	Unnichchai surveys : for completion of the surveys	—	1,354 17	1,338 15	—
181	Vakaneri tank : for surveys ...	—	590 0	493 0	—
186	Anicuts below Rugam tank : for additional works connected with surveys ...	—	59 63	52 14	Completed
200	Pattipolai-aar scheme : for surveys ...	—	5,000 0	1,613 47	Survey and contour for a proposed tank at Kondavaddavan with necessary levels &c., for anicuts ; bungalow put up, &c.
	Total ...	933 92	10,023 80	6,514 80	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	WESTERN PROVINCE.	Rs. c.	Rs. c.	Rs. c.	
	Estimates brought forward from 1899.				
206 of 1899	Preliminary surveys and levels for dealing with the floods of Kelani river ...	1,268 87	—	1,268 40	
	Estimates sanctioned in 1900.				
	Nil.				
		1,268 87	—	1,268 40	
	CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
157 of 1897	Survey of a site of an anicut, Bowetenna channel	184 50	—	—	No surveyor available
212	Survey of Dorawelagala and Loluwela scheme	520 74	—	—	do.
234 of 1898	Survey of Lamasuriyagama-ela ...	384 60	—	—	Survey made, including extension
	Estimates sanctioned in 1900.				
156	Ma-ela : for survey	—	330 0	240 80	Survey finished
	Total ...	1,089 84	330 0	240 80	
	NORTH-CENTRAL PROVINCE.				
	Estimates brought forward from 1899.				
219 of 1898	Surveys and levels at Topawewa ...	202 51	—	202 50	Bund surveyed, longitudinal and cross sections taken where required
8 of 1899	Completing the plotting of levels of Kalawewa	113 39	—	—	No work done
148	Appointment of a surveyor : for taking levels in connection with the irrigation of lots Nos. 1,688 and 1,689	150 0	—	—	No work done on the estimate for want of a competent surveyor
150	Checking levels over Kalawewa Yoda-ela ...	259 64	—	129 32	Checked levels, &c.
	Estimates sanctioned in 1900.				
187 of 1900	Topawewa : for completion of the surveys and levels	—	300 0	282 50	Surveys on sections of the inlet channel partly completed
	Total ...	725 54	300 0	614 32	
	NORTH-WESTERN PROVINCE.				
	Estimates brought forward from 1899.				
178 of 1899	Payment of coolies to be employed by Irrigation Sub-Inspector	486 56	—	60 0	—
207	Continuing the tracing of minor channels, Deduru-oya	1,203 96	—	136 94	—
220	Survey of Pandiyamaduwa tank ...	294 0	—	—	—
221	Survey of Periyakulam, Puttalam ...	294 0	—	—	—
	Estimates sanctioned in 1900.				
193	Hire of coolies : for payment of coolies to be employed by the Irrigation Inspectors and Sub-Inspectors, North-Western Province ...	—	857 14	857 14	—
168	Surveys of irrigation works near the Northern Railway, North-Western Province ...	—	15,000 0	4,704 11	Training assistants and staff. Surveys of Mioya at anicut, Yoda-ela, Mediyawa tank, Pahalagoma tank, Abakalawewa tank
	Total ...	2,278 52	15,857 14	5,758 19	
	PROVINCE OF UVA.				
	Estimates brought forward from 1899.				
209 of 1899	Tracing a branch channel, Nelunwewa ...	25 0	—	—	—
237	Tracing a channel from Dambegalla tank ...	50 0	—	—	—
	Estimates sanctioned in 1900.				
148 of 1900	Katupelellawewa : for tracing channel ...	—	50 0	—	—
163	For payment of coolies' wages employed on survey works	—	200 0	97 50	—
166	For the cost of levelling and surveying village tanks in Wellawaya division ...	—	100 0	100 0	—
	Total ...	75 0	350 0	197 50	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	PROVINCE OF SABARAGAMUWA.	Rs. c.	Rs. c.	Rs. c.	
	Balance brought forward from 1899.				
	Nil.				
	Estimates sanctioned in 1900.				
44	For the survey of irrigation works, Sabaragamuwa	—	59 92	59 60	Survey of Paramulla works and transport of instruments
114	Walalgoda irrigation works: for the survey of the Walalgoda irrigation works, Sabaragamuwa	—	130 0	47 88	Surveying channel, transport of instruments, and transport fund
	Total ...	—	189 92	107 48	

Statement of Salaries, &c., paid during 1900.

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	HEADQUARTERS.	Rs. c.	Rs. c.	Rs. c.	
	Estimates brought forward from 1899.				
14/99	Salaries of Irrigation Officers during 1899 ...	3,302 8	—	458 85	
15	Allowance to Irrigation Officers during 1899	1,644 61	—	281 66	
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	3,240 0	3,160 72	
8	Travelling allowances and expenses, 1900 ...	—	5,000 0	4,854 92	
153	Salaries of three new Irrigation Engineers ...	—	6,951 76	6,951 76	
196	Salaries of clerks, &c., newly appointed in the Department	—	2,342 54	2,186 52	
208	Salaries of Irrigation Engineers during 1900	—	4,830 53	4,830 49	
233	Payment of salaries of Irrigation Officers during 1900	—	1,020 0	964 88	
	Total ...	4,946 69	23,384 83	23,689 80	
	NORTHERN PROVINCE.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	3,920 0	3,500 20	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	3,360 0	3,082 55	
	Total ...	—	7,280 0	6,582 75	
	SOUTHERN PROVINCE.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340) ...	—	1,840 0	1,752 21	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	3,000 0	1,760 38	
	Total ...	—	4,840 0	3,512 59	
	EASTERN PROVINCE.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	8,180 0	6,880 71	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	7,140 0	5,854 1	
225	Payment of salary and allowance to a Sub-Inspector in the Irrigation Department ...	—	160 0	54 20	
	Total ...	—	15,480 0	12,788 92	
	WESTERN PROVINCE.				
	Estimates sanctioned in 1900.				
	Nil.				
	CENTRAL PROVINCE.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	1,720 0	1,576 67	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	900 0	580 0	
	Total ...	—	2,620 0	2,156 67	
	NORTH-CENTRAL PROVINCE.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	7,540 0	7,034 80	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	4,920 0	4,504 50	
	Total ...	—	12,460 0	11,539 30	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
	NORTH-WESTERN PROVINCE.	Rs. c.	Rs. c.	Rs. c.	
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	8,460 0	8,069 88	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	3,552 0	3,532 0	
8	Refund of tolls paid by Irrigation Sub-Inspector, Wanni hatpattu, North-Western Province	—	8 55	8 55	
17	Extra clerk: for pay of an additional clerk for three months from 1st February to 30th April, 1900	—	60 0	60 0	
	Total ...	—	12,080 55	11,670 43	
	PROVINCE OF UVA.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	1,720 0	1,720 3	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392) ...	—	1,160 0	968 96	
	Total ...	—	2,880 0	2,688 99	
	PROVINCE OF SABARAGAMUWA.				
	Estimates sanctioned in 1900.				
6	Salaries of Irrigation Officers during 1900 (Rs. 37,340)	—	720 0	720 0	
7	Allowance to Irrigation Officers during 1900 (Rs. 24,392)	—	360 0	360 0	
	Total ...	—	1,080 0	1,080 0	
	MISCELLANEOUS				
	Estimates brought forward from 1899.				
24	For the pay and allowances of certain members of the Irrigation Staff ...	1,005 15	—	473 33	
199	For the salary and allowance of Mr. R. H. M. Morgan, Irrigation Sub-Inspector, Minneri	80 0	—	80 0	
233	Horse allowance to Mr. Bower: for paying horse allowance to Irrigation Engineer, Sakamam	35 0	—	35 0	
241	For paying travelling expenses, &c., 1899 (supplementary)	559 28	—	555 14	
242	For payment of a pony allowance to Mr. S. Ramalingam, Irrigation Sub-Inspector, Northern Province	130 64	—	130 64	
255	Refund of tolls: for refund of tolls paid by Sub-Inspector, Chilaw, North-Western Province	8 0	—	8 0	
256	Refund of tolls: for refund of tolls paid by Sub-Inspector, Anamaduwa, North-Western Province	3 60	—	3 60	
257	Deduru-oya works: for repairing damages caused by cattle at the Deduru-oya works	226 43	—	222 28	
258	For pay of clerk to Provincial Irrigation Board, Eastern Province (15th to 31st December, 1899)	16 45	—	—	
261	For refund of tolls paid by the Irrigation Sub-Inspector, North-Western Province (March to November, 1899) ...	21 70	—	21 70	
262	For refund of tolls paid by the Irrigation Sub-Inspector, Hiriyala hatpattu (May to November, 1899)	5 90	—	5 90	
	Estimates sanctioned in 1900.				
45	Instruments: for the purchase and transport of surveying instruments for the Central Irrigation Board	—	2,568 87	2,568 87	
150	For Miscellaneous expenses, 1900 ...	—	300 0	199 36	
162	For pay of temporary draughtsmen engaged in the office of the Director of Irrigation during 1900	—	1,000 0	675 78	
164	Levels: for the purchase of three 9-inch levels from Messrs. P. Orr & Sons ...	—	330 0	330 0	

Estimate No.	Name of Work.	Balance brought forward.	Amount of Estimate.	Actual Expenditure during the Year.	Remarks.
		Rs. c.	Rs. c.	Rs. c.	
165	Drawing materials : for the purchase of drawing materials from Mr. P. Emerson ...	—	50 0	50 0	
167	For the purchase of levelling instruments for the Central Irrigation Board ...	—	456 59	456 59	
169	For the purchase of furniture for the use of the Irrigation Department, 1900 ...	—	1,000 0	903 88	
170	For the rent of chamber No. 4, Victoria Arcade, occupied as office of the Director of Irrigation (15th May to December, 1900)	—	900 0	900 0	
171	For the purchase of tools and plant for the use of the Irrigation Department ...	—	25,000 0	8,291 69	
182	Surveyors' tables : for purchasing twelve drawing tables for surveyors employed in the Irrigation Department ...	—	168 0	168 0	
184	Stationery : for the purchase of stationery for the use of the Irrigation Department for 1900	—	500 0	482 53	
207	For the purchase of a second-hand 5-inch theodolite	—	200 0	200 0	
209	Instruments : for the payment of instruments, &c., received from England ...	—	2,359 59	2,359 59	
211	Allowance to Irrigation Engineers : for the payment of commuted allowance to two Irrigation Engineers and one Assistant Engineer	—	531 67	381 67	
217	Labour : for recruiting labour for irrigation works	—	1,000 0	995 95	
220	For the purchase of four tents for Irrigation Engineers	—	606 25	291 0	
224	For the purchase of surveying and drawing instruments	—	178 72	148 0	
227	For travelling allowances and expenses, 1900 (supplementary)	—	1,000 0	385 34	
229	Stationery : for the purchase of stationery for the use of the Irrigation Department for 1900	—	500 0	237 76	
231	Instruments : for the purchase of measuring chains and drawing boards ...	—	81 0	81 0	
239	Instruments : for the purchase of instruments	—	2,753 1	2,753 1	
240	Instruments : for the payment of instruments purchased for the use of the Irrigation Department	—	5,699 5	—	
	Total ...	2,092 15	47,182 75	24,395 61	

APPENDIX G.

General Irrigation Returns corrected up to December 31, 1900.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	OUTLAY.		AREA BENEFITED.				SALE OF CROWN LAND.			RETURNS.				REMARKS.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefitted (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
NORTHERN PROVINCE.															
JAFFNA DISTRICT.		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
Punnalai tank survey	1896	155 93	—	—	—	—	—	—	—	—	—	—	—	—	—
Pallavarayankaddu survey ...	1893	199 54	—	—	—	—	—	—	—	—	—	—	—	—	—
Malappuvillu survey	1893	30 66	—	—	—	—	—	—	—	—	—	—	—	—	—
Vannary survey	1893	199 91	—	—	—	—	—	—	—	—	—	—	—	—	—
VAVUNIYA DISTRICT.															
Vavuniya-Vilankulam survey ...	1885	399 65	25012 32	252	92	52	396	92	1,068 60	26	0 25	83 64	379 29	—	Rate paid in perpetuity.
Do. restoration ...	1888	10,807 97													
Do. channel ...	1899	316 0	—	—	—	—	—	—	—	—	—	—	—	—	—
		11,523 62													
Iratperiyakulam restoration ...	1886–87	19,511 67	9,953 64	118	174	211	503	213	1,692 13	72	1 0	240 71	1,357 86	—	Rate paid in perpetuity.
Do. channel ...	1887	6,045 61													
		25,557 28													
Mamadu restoration	1886	16,396 0	11132 52	104	172	388	664	186	1,839 0	48	1 0	237 52	1,182 68	—	do.
Do. tracing spill channel ...	1898	200 0													
		16,596 0													
Mandukoddai survey	1886–87	245 44	5,783 38	97	120	4	221	126	1,109 88	44	1 0	198 66	1,038 89	—	do.
Do. restoration ...	1887–92	34,560 64													
		34,806 8													
Kanakarayankulam survey ...	1888	254 26	2,275 55	40	70	70	150	70	809 50	8	1 0	55 40	392 20	—	Rate paid in perpetuity (50 cents on oppum lands).
Do. restoration ...	1888–90	27,460 53													
		27,714 79													
Maha Rambaikulam survey ...	1888	116 95	4,833 64	55	35	126	216	216	2,161 0	10	1 0	215 95	1,099 75	—	Rate paid in perpetuity.
Do. restoration ...	1891–92	16,595 17													
		16,712 12													

Vengalacheddikulam survey ...	1888	153 55	2,094 79	77	47	26	150	47	472 0	1	1 0	123 71	695 38	—	Rate paid in perpetuity.
Do. restoration ...	1891–92	17,417 8													
		17,570 63													
Pavatkulam and Periya Olukkulam survey	1894	1,867 2	1,921 53	46	18	291	355	18	63 25	20	1 0	48 13	192 52	—	do.
Do. restoration	1893–94	16,719 84													
		18,586 86													
Cement pipes for tanks in the Vavuniya and Mullaittivu Districts	1899	6,750 1	—	—	—	—	—	—	—	—	—	—	—	—	
Inserting 12-in. Molesworth sluices in existing six tanks in the Vavuniya District ...	1899	16,734 34	—	—	—	—	—	—	—	—	—	—	—	—	
MULLAITTIVU DISTRICT.															
Olumadu tank survey	1899	44 14	—	—	—	—	—	—	—	—	—	—	—	—	
Periyakulam survey and restoration ...	1891–97	22,883 50	4,526 28	109	—	515	624	59	612 0	7	1 0	109 11	654 66	—	Rate paid in perpetuity.
Chinnar dam	1880–97	296 11	1,191 48	—	—	—	—	—	—	—	—	—	—	—	
Tannimurippu tank survey ...	1889	521 50	—	—	—	—	—	—	—	—	—	—	—	—	
Nantikkadal scheme survey ...	1887–89	327 0	—	—	—	—	—	—	—	—	—	—	—	—	
Kanukkeni tank survey ...	1891–95	2,054 57	1,799 45	—	—	—	—	—	—	—	—	—	—	—	
Do. restoration ...	1895–00	*91,802 0													
		93,856 57													
MANNAR DISTRICT.															
Kurai tank survey	1894–96	657 95	—	—	—	—	—	—	—	—	—	—	—	—	
Vellankulam kalingula ...	1890	167 79	—	270	—	—	270	—	—	—	—	—	—	—	
Akattimurippu tank survey ...	1897	150 0	—	542	—	—	542	—	—	—	—	—	—	—	
Aruvi-aar survey	1891	349 92	—	—	—	—	—	—	—	—	—	—	—	—	
Village tanks—cement pipe sluices ...	1890–99	40,833 94	—	8,963	—	—	8,963	7	73 0	—	—	—	—	—	No rate leviable. The people perform the labour of restoration of earthwork, clearing spills in all village tanks.
Four village tanks—Molesworth sluices ...	1886–92	1,970 21	9 96	664	—	—	664	—	—	—	—	—	—	—	
Lengthening existing sluices in village tanks	1897	795 71	—	—	—	—	—	—	—	—	—	—	—	—	
Pallankulam tank—widening spill ...	1896	451 68	—	180	—	—	180	—	—	—	—	—	—	—	
Giant's tank survey	1881–97	3,668 34	—	—	—	—	—	—	—	—	—	—	—	—	
Do. restoration	1894–99	424,749 3	—	—	—	—	—	—	—	—	—	—	—	—	
		428,417 37													
SOUTHERN PROVINCE.															
GALLE DISTRICT.															
1. Waggalmodara and Timbirimodara flood outlets	1889	4,536 47	359 26	700	236	—	936	28	300 0	5	—	—	—	2,073 30	Repayment of the cost of these works is being made in ten annual instalments.
Supplementary expenditure (spent gratuitously)	1890–91	19,515 9													
		24,051 56													

* See Provincial Irrigation Board letter No. 49 of April 4, 1901, to Director of Irrigation.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
	b	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	
SOUTHERN PROVINCE—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
GALLE DISTRICT—*contd.*															
2. Dedduwe irrigation works ...	1888	28,046 31	727 80	2,149	—	—	2,149	120½	59 0	2	—	—	—	16,184 0	Repayment of the cost of these works is being made in ten annual instalments.
Supplementary expenditure (spent gratuitously)	1890–91	5,654 0													
		33,700 31													
3. Diviture dam and sluice ...	1861	66,000 0	—	—	—	—		—	—	—	—	—	—	—	The expectations had in regard to this work were never realized, and its upkeep consequently ceased.
4. Digoda tank	1873	4,134 35	—	138	—	—	138	—	—	—	—	—	—	4,027 35	A small village tank in charge of the Mudaliyar of Talpe pattu. The repayment of cost was made in ten instalments and has now ceased. No maintenance rate is charged
5. Patamulla canal	1891	2,990 73	—	—	—	—	—	—	—	—	—	—	—	—	—
MATARA DISTRICT.															
6. Hali-elá tank and channel to Urapola extension ...	1872, 1875–76, 1881, 1886, 1892	64,035 80	671 90	1,316	377	—	1,693	—	—	—	1 0	1,699 71	39,191 1	—	—
7. Urapola anicut and channels, Sapugoda anicut includes bridge, channel, head sluice, Kirama ...	1873–74	7,561 55	2,222 76	297	—	—	297	—	—	—	1 0	295 83	7,795 43	—	—
8. Ellawala tank: extra works, channels, anicut and channel, repairing damage, maintenance	1874, 1875–77, 1877–78, 1880, 1892	101,842 56	764 59	1,098	162	—	1,260	—	—	—	1 0	1,260 33	28,444 3	—	—
9. Hamaragoda anicut and channels ...	1889	4,488 38	—	—	—	—	—	—	—	—	—	—	—	—	—
10. Pettera anicut and channels	1875, 1878, 1886	66,749 25	—	593	195	—	788	—	—	—	1 0	786 83	17,906 59	—	—
11. Alawatugoda anicut, channels, and extra works	1874–78, 1871–74, 1879	62,482 45	—	335	—	—	335	—	—	—	1 0	335 26	7,645 48	—	—
12. Kekanadura, Kumbalgama, Makawita tank channels	1869–72, 1873, 1892–93, 1898	65,383 14	870 26	914	7	—	914	4	290 0	—	1 0	935 88	21,584 11	—	—
13. Denagama and Uyanwewa ...	1868	121,699 62	719 57	783	—	250	783	110	1,234 25	105	1 0	779 78	18,364 19	—	—

14.	Dandeniya tank ...	...	1877	—	789 32	494	—	3½	494	—	—	—	1 0	492 50	9,786 18	—	—	
15.	Supplementary expenditure, Ganga-boda pattu irrigation works		1878 1877 1896 1899	47610 10	—	—	—	—	—	—	—	—	—	—	—	—	—	
16.	Dangaha-ela anicut ...	...	1898	261 97	—	—	—	—	—	—	—	—	—	—	—	—	—	
17.	Kapparatota sea gate	...	1898	150 0	—	—	37½	—	37½	—	—	—	—	—	—	—	—	
18.	Four flood outlets ...		1890 1891 1894	3,603 77	—	140	12	9	152	—	—	—	—	—	—	—	—	
19.	Kettanwila extension	...	1898	100 0	—	—	125	—	125	—	—	—	—	—	—	—	—	
20.	Thirteen village tanks	...	—	4,926 50	—	1,388	—	319½	1,388	61	667 0	32	—	—	—	—	—	
21.	Anicuts, channels, and amunams	...	1900	—	65 0	—	—	—	—	—	—	—	—	—	—	—	—	
22.	Minor irrigation works	...	1900	1,649 49	200 0	—	—	—	—	—	—	—	—	—	—	—	—	
23.	Sea water gates ...		1899 1900	764 74 —	— 494 59	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	
	HAMBANTOTA DISTRICT.																	
24.	Kirama scheme ...	...	—	106,971 12	1,207 13	—	—	—	—	—	—	—	—	—	—	—	—	
	Particulars are as follows:—																	
	(*a*) Kirama tank ...	...	1858	91,732 97	—	—	—	—	—	—	—	—	—	—	—	—	—	Constructed out of Government revenue before introduction of irrigation scheme.
	(*b*) Kirama channel	...	1878	2,870 71														
				94,603 68														
	(*c*) Arachchi amuna	...	1885	4,719 53	—	122	56	300	442	—	—	—	1 0	142 16	1,737 59	—		
	(*d*) Elpitiya anicut	...	1886	7,110 6	—	176	69	200	376	—	—	—	1 0	135 49	2,018 34	—		
	(*e*) Channel to Walasmulla	...	1887	537 85	—	—	—	—	—	—	—	—	—	—	—	—		
25.	Urubokka dam and stream	...	—	208,676 47	11,930 77	7,820¼	1,374½	—	9,194¾	1,308	1,052 90	—	1 0	—	—	—	—	
	Particulars are as follows:—																	
	(*a*) Urubokka dam	...	1858	89,732 61	—	4,000	1,300	—	5,300	1,305	948 90	—	—	—	—	—	Constructed out of Government revenue before introduction of irrigation scheme.	
	(*b*) Udukiriwila dam	...	1873	85,508 53	4,267 47	3,018¾	139½	—	3,158¼	3	68 0	—	1 0	—	2,760 40	8,704 71	—	
	(*c*) Wila-ela channel	...	1885	6,212 98														
	(*d*) Kehelwatta channel	...	1890	497 12	—	—	—	—	—	—	—	—	—	—	—	—	—	
	(*e*) Mandaduwa channel	...	1889	12,992 72	—	—	—	—	—	—	—	—	—	—	—	—	—	
	Tanks dependent on it are :—																	
	(1) Potuwewa ...	...	1888	1,034 17														
	(2) Etunnawalawewa	...	1888	1,034 46														
	(3) Kumbukarawewa	...	1888	1,033 87	—	608	84	—	692¾	—	—	—	1 0	553 53	5,900 39	—	—	
	(4) Pattiyapola Mahawewa	...	1892	9,544 5														
	(5) Netulpitiya Mahawewa	...	1889	1,035 98														
26.	Tanks dependent on rain water	...	—	—	—	1,204	—	—	1,204	—	—	—	—	—	—	—	—	
	(*a*) Kattakaduwewa	...	1887	1,034 49	—	41	—	—	41	—	—	—	—	—	—	—		The earthwork done by landowners, and cost of masonry contributed by Government.
	(*b*) Ittademaliya Mahawewa	...	1887	859 83	—	137	—	—	137	—	—	—	—	—	—	—		
	(*c*) Pallattara Alutwewa	...	1887	1,040 0	—	319	—	—	319	—	—	—	—	—	—	—		
	(*d*) Puwakdandawa Kudawarawewa		1887	1,711 21	—	232	—	—	232	—	—	—	—	—	—	—		
	(*e*) Hitinamaluwawewa	...	1886	570 48	—	282	—	—	282	—	—	—	—	—	—	—		
	(*f*) Kokolanewewa	...	—	1,031 18	—	193	—	—	193	—	—	—	—	—	—	—		
27.	Walawe works ...	...	—	—	—													Twenty-one acres exempted from payment. The extent of irrigable lands cannot be given accurately pending survey.
28.	Rambe vihara channel	...	1886	383,106 21	39,130 25	1328	1,572	10,350	6,260	2,459	28,491 0	262	1 0	3,113 75	7,226 98	—		

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
SOUTHERN PROVINCE—*contd.*															
HAMBANTOTA DISTRICT—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
29. Magam river scheme :—															
(*a*) Anicut at Ellagala across Magam-oya ...	1873														
(*b*) Channel leading to Tissa ...	1879														
(*c*) Tissamaharama tank ...	1871	210,595 62	20,424 36	150	4,953	1,000	6,050	4,021¾	5,555 6	126	1 0	316 77	1,278 30	—	Lands sold previous to 1894 are not subject to any repayment of cost.
(*d*) Debarawewa	1889														
(*e*) Yodawewa	1889														
(*f*) Magam channel ...	1886														
30. Wirawilawewa	1886	797 16	—	150	—	—	150	—	—	—	—	—	—	—	—
EASTERN PROVINCE.															
BATTICALOA DISTRICT.															
Rugam tank	1868	159,685 5	45,904 8	3,216	3,499	1,027	7,742	3,499	53,474 0	Not known	0 10	484 50	4,341 65	52,927 92	Original estimated cost of the work, Rs. 87,360; expended, Rs. 86,990.*
Vammiyadi anicut	1889	5,859 23	562 64												
Periyandavaikal	1890														
Pulukunavi tank	1872	56,342 80	19,727 84	670	3,113	686	4,469	3,113	55,972 0	do.	0 10	274 90	1,359 5	33,844 99	Original estimated cost of the work, Rs. 38,560; expended, Rs. 38,396·58.*
Manalpuddi-aar anicut	1886	16,299 57	6,075 18	1,024	773	1,463	3,260	773	8,573 0	do.	0 10	100 25	195 85	8,652 93	Original estimated cost of work was Rs. 26,778·92.*
Kadukkamunai tank and channel ...	1872	33,679 56	20,377 56												
Divulane tank	1872	43,924 48	65,715 21	391	2,063	565	3,019	2,063	28,814 0	do.	0 10	83 5	782 70	7,488 97	Original estimated cost of works, Rs. 34,896·54.*
Tumpankeni tank	1892	20,521 99	2,608 74	691	348	64	1,103	348	9,935 0	—	0 50	234 28	1,267 55	—	Pays rate in perpetuity.
Chadayantalawa tank ...	1873	55,926 90	20,151 84	500	1,776	979	3,255	1,776	35,644 0	—	0 10	121 85	718 25	18,747 0	Original estimated cost of work was Rs. 54,146.*
Viragoda tank	1889	37,668 83	3,840 42												
Medduvaddai bund and sluice ...	1877	4,508 13	132 70	975	—	—	975	[2]	—	—	—	—	—	—	—
Palukamam salt water bund ...	1889	8,594 51	1,573 12	400	—	—	400	—	—	—	—	—	—	—	—
Vakaneri tank survey	1893&94	993 18	—	—	—	—	—	—	—	—	—	—	—	—	—
Kallady Barrage scheme survey ...	1893	429 19	—	—	—	—	—	—	—	—	—	—	—	—	—
Pattipalai-aru Works.															
Irrakkamam tank ...	1857	64,989 97	9,634 4												
Amparai tank ...	1873	32,217 33	77,560 95												
Kalmadu anicut ...	1867	18,510 55	5,963 99												
Virayadi anicut ...	1858	24,050 0	2,202 58												
Senkatpadai anicut ...	1872	36,190 44	2,988 39												
Pattampuddi anicut ...	1880	47,346 52	1,494 46												
Kurunalkanchi anicut ...	1871	8,250 43	4,325 12	9,152	14,444	—	23,596	14,444	365,411 0	—	0 10	2,157 55	19,310 25	78,590 19	
Kaliodai anicut ...	1880	38,817 0	8,783 56												
Vaddaivaikal anicut ...	1872	7,321 69	1,262 79												
Aladiodai anicut ...	1872	14,968 64	904 97												
Suraiyadi anicut ...	1879	6,104 11	905 0												
Uppar aqueduct ...	1883	14,436 46	449 92												

Original cost to be repaid :—

	Estimated. Rs.	Extension. Rs.
Amparai extension	31,364	28,596 83
Chenkatpadai anicut	41,000	35,025 6
Kurunalkanchi anicut	5,000	4,995 64
Vaddaivaikal anicut	8,068	6,221 64
Aladiodai anicut	14,748	13,453 73
Total	100,180	88,297 85

Sakamam tank and channel ...	...	1872	105,733 7	20,296 17	504	1,798	128	2,430	1,798	25,968 0	—	—	—	—	14,070 0	Original estimate for Sakamam to be repaid, Rs. 37,110.*
Panichayadi wall ...	...	1886	2,764 76	—												
Urakkaikandam channel ...	...	1892	7,997 85	2,485 24												
Rotawewa tank ...	...	1887	27,449 58	14,238 81	688	85	1,287	2,060	85	860 0	—	1 0	366 0	3,399 0	—	Pays rate in perpetuity.
Lahugalla tank ...	...	1886	9,991 23	5,942 37	90	116	—	206	116	1,240 0	—	—	—	—	—	
Panawa tank ...	...	1886	1,848 44	12,714 94	255	—	—	255	—	—	—	—	—	—	—	
Naulla tank ...	...	1886	2,683 51	4,386 11	325	—	—	325	—	—	—	—	—	—	—	
Hakgalawewa tank ...	...	1889	2,792 20	919 12	3	—	16	19	—	—	—	—	—	—	—	
Kehelulla tank ...	...	1873	429 67	163 6	—	—	—	—	—	—	—	—	—	—	—	
Maha-oya tank ...	...	1879	9,117 11	6,443 5	—	54	—	54	54	37 0	—	—	—	—	—	
Pullumalai tank ...	...	1896	11,270 85	1,305 5	—	321	—	321	321	2,687 0	—	—	—	—	—	
Tumpankeni tank supply channel	...	1897	4,893 0	—	—	—	—	—	—	—	—	—	—	—	—	
Chettiavattai-aar sluice ...	...	1895	782 29	—	—	—	—	—	—	—	Not known	—	—	—	—	
Dampalawinna tank survey	....	—	1,050 0	—	—	—	—	—	—	—	do.	—	—	—	—	
Tambichchiyawewa tank survey	...	1899	384 90	—	—	—	—	—	—	—	do.	—	—	—	—	
TRINCOMALEE DISTRICT.																
Kantalay tank ...	...	1869	80,239 84	38,759 45	1,262	1,155	8,629	11,046	2,212	30,537 97	92	0 10	353 32	1,793 46	—	Lands sold prior to 1895 pay maintenance at 10 cts. per acre. Lands sold after that date at Re. 1 per acre, not assessed to repay cost of construction.
Andankulam ...	...	1885	32,953 67	8,645 8	235	32	300	567	141	1,764 0	5	—	—	—	4,296 43	Pays restoration at Re. 1·50 per acre.
Velankulam (constructing spill)	...	1863	564 77	—	—	—	—	—	—	—	—	—	—	—	—	—
Periyakulam tank ...	...	1869	9,409 70	31,614 74	95	89	640	824	14	258 0	6	0 10	18 18	181 80	5,574 61	Pays for maintenance only.
Illakantai tank ...	...	1891	3,053 53	1,765 87	57	162	51	270	184	3,819 0	29	—	—	—	569 94	Pays restoration rate at Re. 1·50 per acre, on completion to pay at Re. 1 per acre in perpetuity.
Peruveli tank ...	...	1890	11,759 89	1,929 36	433	11	267	2,379	1,056	20,956 85	83	0 10	48 66	203 63	42,317 88	Connected scheme. Old lands pay maintenance at 10 cts. per acre. New lands restoration rate at Rs. 2·22 per acre, to be assessed on completion of restoration at Re. 1 per acre in perpetuity.
Allai tank ...	...	1869	46,326 41	68,707 4	852	816						—	101 17	1,466 75		
Allai supply channel ...	...	—	1,380 67	—	—	—	—	—	—	—	—	—	—	—	—	—
Vendrayankulam (survey)	...	1894	103 5	—	—	—	—	—	—	—	—	—	—	—	—	—
Elumpurukkikulam (survey)	...	—	147 90	—	—	—	—	—	—	—	—	—	—	—	—	—
Maduvilkulam (contouring)	...	—	99 18	—	—	—	—	—	—	—	—	—	—	—	—	—
Etandamurippu tank (survey)	...	—	311 6	—	—	—	—	—	—	—	—	—	—	—	—	—
Kalladaippu-aar anicut (survey)	...	—	98 51	—	—	—	—	—	—	—	—	—	—	—	—	—
Tumparai tank (survey)	...	—	422 16	—	—	—	—	—	—	—	—	—	—	—	—	—
Village tanks ...	...	—	1,733 34	—	987	655	400	2,042	—	—	—	—	—	—	—	—
Total ...		—	1135428 70	502,860 56	22,805	31,310	16,502	70,617	31,997	645,950 82	215	2 40	4,343 71	35,019 94	267,080 86	

* Work paid for by instalments.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
WESTERN PROVINCE.		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
COLOMBO DISTRICT.															
Alutkuru Korale South.															
Kadurugahawewa	1891	2,438 74	45 25	66	—	—	66	—	—	—	1 0	82 1	582 9	—	Constructed under the 47th and 48th sections of the Ordinance No. 23 of 1889. Fieldowners benefited are paying a rate of Re. 1 an acre per annum in perpetuity.
Dikmaga Pahalawewa	1891	1,080 41	42 75	50	—	—	50	—	—	—	1 0	36 63	438 38	—	do.
Polgahawewa	1891	1,710 19	42 75	76	—	—	76	—	—	—	1 0	44 87½	622 86	—	do.
Dikmaga Ihalawewa	1891	1,040 45	44 25	41	—	—	41	—	—	—	1 0	23 25⅓	340 87½	—	do.
Peliyagoda sluice	1888	256 88	—	400	—	—	400	—	—	—	—	—	—	—	Repairs to an existing work. Constructed gratis. No water-rate is recovered.
Kanuwana Tunmodara dam ...	1892	97 42	—	165½	—	—	165½	—	—	—	—	—	—	—	This work was constructed gratis. No water-rate is recovered.
Salpiti Korale.															
Boralesgomuwa tank	1868	3,574 87	671 82	224	15	—	239	—	—	—	0 10	23 88	286 57	—	This work was originally constructed on the understanding that the cost should be repaid by the fieldowners in ten annual instalments. Accordingly the whole of the cost, amounting to Rs. 3,574·87, was repaid between the years 1869 and 1884. Under the provisions of Ordinance No. 23 of 1889 (sections 51 and 52) a sum of 10 cts. per acre per annum is being recovered to meet cost of upkeep.
Kesbewa tank	1872	619 61	—	75	—	—	75	—	—	—	—	—	—	—	The earthwork was done by the people. The sluice and spill water were constructed by Government gratis. No water-rate is recovered.

Attidiya sluice	1890	1,134 41	3 1	166	—	—	166	—	—	—	—	—	—	—	800 0	The original agreement was to pay Rs. 800 in ten annual instalments to cover the cost of construction of work, although the actual cost was Rs. 1,134·41. The ten annual instalments have been paid in full.
Siyane Korale West.																
Wewelduwa sluice	1887	1,181 83	—	200	—	—	200	—	—	—	—	—	—	—	—	The owners of the paddy fields cleared the canal, and the Government constructed the sluice. The Central Irrigation Board exempted the owners of the fields from repayment of the cost in consideration of the work done by them.
Totuwe *alias* Wedamulle sluice ...	1890	408 16	—	50	—	—	50	—	—	—	—	—	—	—	—	This work was constructed gratis. No water-rate is recovered.
Nadakondana-ela	1888	659 91	—	200	—	—	200	—	—	—	—	—	—	—	—	This was a work constructed in connection with the Wewelduwa sluice. No water-rate is recovered.
Padakkada dam	1892	415 12	15 22	112	—	—	112	—	—	—	—	—	—	—	—	Constructed at the expense of fieldowners. The Government supplied the sluice. No water-rate is recovered.
Clearing of Koskandawala-ela ...	1891	22 50	—	—	—	—	—	—	—	—	—	—	—	—	—	This work was done gratis. No water-rate is recovered.
Dam along Kelani-ganga	1892	330 0	—	—	—	—	—	—	—	—	—	—	—	—	—	Repairs to the old dam. Constructed gratis. No water-rate is recovered.
KALUTARA DISTRICT.																
Bolabetuwewewa	1877	798 98	—	103	—	—	103	—	—	—	—	—	—	—	—	Earthwork done by villagers, and masonry work by Government. No water-rate is recovered.
Rayigama *alias* Uyanwattewewa ...	1883	7,332 33	—	175	—	—	175	—	—	—	—	—	—	—	—	do.
Remunawewa	1886	1,924 4	—	169	—	—	169	—	—	—	—	—	—	—	—	do.
Medagamawewa	1878	1,422 87	—	116	—	—	116	—	—	—	—	—	—	—	—	do.
Maha and Kudawewa	1876	1,517 8	—	82	—	—	82	—	—	—	—	—	—	—	—	do.
Kompe-ela	1891	4,858 66	—	43	—	—	43	—	—	—	—	—	—	—	—	do.
Nikatu-ela	1890	15,567 0	233 95	588¾	293¼	193¾	1,076¼	386¾	22,232 0	112	1 44	—	—	—	11,510 66	Of this amount a sum of Rs. 5,571·18 is included in the proceeds of sale of 386A. 3R. 22P. sold in 1898 and 1899 at Rs. 14·40 per acre, being the full ten annual instalments at Re. 1·44 per acre for ten years.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
WESTERN PROVINCE—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
KALUTARA DISTRICT—*contd.*															
Toragala-ela	1886	4,262 0	53 65	175	35	—	210	35	350 0	7	—	—	—	—	Earthwork done by villagers as well as the clearing of the canal, in consideration of which a sluice gate was constructed by Government. No water-rate is recovered.
Hinatiyangala-ela	1886	1,744 43	—	150	100	—	250	—	—	—	—	—	—	—	Repairs to an existing work constructed gratis. Landowners exempted from repayment of the cost of construction.
Modarawila-ela	1888	827 49	—	125	10	—	135	—	—	—	—	—	—	—	Repairs to an existing work constructed gratis. No water-rate is recovered.
NEGOMBO DISTRICT.															
Kotugoda anicut	1890	9,069 66	92 18	64	6	12	70	—	—	—	—	—	—	—	This anicut was constructed in place of the one which was swept away by a flood in September, 1886. The Central Irrigation Board exempted the fieldowners from any repayment of the cost of construction.
Eight village tanks	—	—	—	729	—	—	729	—	—	—	—	—	—	—	—
CENTRAL PROVINCE.															
KANDY DISTRICT.															
Udunuwara.															
Beligahamula amuna	1887	Not known		5	—	—	5	—	—	—	No rate payable	—	—	—	The initial expenditure was gratuitous. No repayment asked for. Maintained by the people interested.
Tumpane.															
Telangitella amuna ...	1891	566 96	—	114	—	6	120	—	—	—	do.	—	—	—	
Madawala-ela amuna ...	1890	100 0	—	9½	—	—	9½	—	—	—	do.	—	—	—	
Harispattu.															
Amunawela amuna	1893	370 0	—	29¾	—	—	29¾	—	—	—	do.	—	—	259 21	Cost being recovered in ten annual instalments of Rs. 37·03 each since 1894.

Aladeniya amuna ...	...	1890	1,084 30	—	36	—	—	36	—	—	—	No rate payable	—	—	one	—	These repairs and improvements were gratuitous. The works are now maintained by the people interested.
Walikukulgoda amuna ...	...	1887	130 0	—	10	—	—	10	—	—	—	do.	—	—		—	
Uda Dumbara.																	
Ketiyagama-ela ...	...	1887	240 3	—	12	—	11	23	—	—	—	Exempt from payment				—	
Metideniya-ela ...	...	1888	1,028 45	—	46	—	—	46	—	—	—						
Motamure-ela ...	...	1889	564 18	—	27	4	—	31	—	—	—						
Uda Mangoda-ela ...	...	1889	370 34	—	35	—	5	40	—	—	—						
Siyambalagastenna-ela ...	...	1895	2,032 91	650 85	8¾	30½	3	42¼	—	—	—	1 0	39 78	206 40		—	Rate paid from 1896.
Pata Dumbara.																	
Wirapitiya Maha-ela ...	...	1887	2,633 21	5,432 96	71	4	92*	167	—	—	—	1 0	71 13	357 15		—	These repairs and improvements were gratuitous. The works are maintained by the people interested. Any work now done by the Provincial Board is paid for by the landowners.
Udugoda Bandara-ela ...	...	1885	4,504 43	3,970 93	260	—	—	260	1	—	—	There is Government	no promise	to pay a water-rate to			
Teldeniya Wahala-ela ...	...	1890	7,717 38	206 60	152	—	—	152	—	—	—						
Arattana Palle-ela ...	...	1885	421 50	—	4	—	—	4	—	—	—						
Alutwela Wahala-ela ...	...	1890	6,974 45	—	99	59	—	158	—	—	—						
Koholanwela-ela ...	...	1886	1,557 75	—	42	—	—	42	—	—	—						
Kambulwellegana-ela ...	...	1886	298 0	—	14	—	—	121	—	—	—						
Udapalata.																	
Elpitiyaraja-ela ...	...	1887	118 14	1,293 4	114	—	—	114	—	—	—	—	—	—		—	
Palle-ela amuna ...	...	1888	1,932 15	—	24¼	—	—	24¼	—	—	—	—	—	—		—	
Halagama-oya amuna ...	...	1890	241 24	—	54	—	—	54	—	—	—						
MATALE DISTRICT. *Class I.*																	
Elahera ...	...	Dec. 1887	55,430 31	250 75	130	—	50	180	—	—	—	—	—	—		—	Landowners exempted from payment of rate by resolution of Central Irrigation Board, dated 29th March, 1893. Head works are maintained by Central Irrigation Board, the ela by the landowners.
Eraula ...	...	Dec. 1890	16,275 95	1,284 51	36	—	—†	186	—	—	—	—	—	—		—	Scheme abandoned. A promise has been given by Government to raise the spill, provided the villagers do the necessary earthwork.
Raggammana ...	...	Dec. 1886	500 0	—	64	—	—	64	—	—	—	—	—	—		—	A grant of Rs. 500 was made for blasting rocks, &c., the villagers doing all the earthwork.
Nadeniya ...	...	Oct. 1888	892 0	32 80	48	—	—	48	—	—	—	1 0	109 38	109 38		—	Amount spent in 1899 is being recovered in ten annual instalments. No recoveries on initial cost of work.
		1899	546 82														
			1,438 82														
Vilattawa ...	...	Dec. 1892	1,750 0	—	87	—	39	126	—	—	—	—	—	—		—	Work a failure, and the money paid by the people was refunded.

* Private.

† About 150 acres according to size of bund.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
CENTRAL PROVINCE—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
MATALE DISTRICT—*contd.*															
Bandara amuna ...	Jan.1893	864 75	69 96	54	—	—	54	—	—	—	—	—	—	—	A work undertaken by Government in consideration of the damage done to the ela by the sale of lands by the Crown without reservation.
Bowetenna	1895	15,101 59	5,832 62	92	—	197	289	67½	1,016 11	6	1 0	160 8	868 43	—	Water rate paid.
Awudella Upper ela ...	Dec.1891	250 0	—	166	—	—	166	—	—	—	—	—	—	—	No rate paid. Work done from vote allowed for sluicing village tanks.
Awudella Lower ela ...	Nov.1891	1,748 51													
Weeragahapelessa ...	Oct. 1891	398 74	26 58	—	—	—	—	—	—	—	—	—	—	—	No. rate paid. A small work carried out by Government.
Atirahapitiya-ela ...	1893	7,310 86	2,550 0	150	—	—	150	—	—	—	—	—	—	—	No rate paid. Work done by Government in consideration of earthwork performed by the shareholders.
Karawilahena ...	Dec.1891	3,716 31	679 51	12	—	40	52	12½	—	5	1 0	12 53	179 95	—	Interest paid.
Nicholoya-ela ...	May1891	238 26	47 50	60	—	—	60	—	—	—	—	—	—	—	No rate paid. A small work carried out by Government.
Kurakolayaya ...	Oct.1895	1,144 44	766 93	26	—	—	26	—	—	—	1 0	26 24	157 44	—	Interest paid.
Radawela-ela ...	Apl.1896	*118 77 *346 50	206 0	142	—	—	142	—	—	—	—	—	—	346 50	Instalments paid on 189 expenditure.
Pelwehera ...	Nov.1897	4,787 46	527 70	13	—	64	77	53¼	532 50	25	1 0	117 63	145 1	—	Interest paid.
Class II.															
Village tanks ...	...	—	23,959 48	Full amount spent up to end of 1900				—	—	—	—	—	—	—	—
NUWARA ELIYA DISTRICT.															
Kotmale.															
Uda Ma-ela ...	1887	810 0	—	122	1	2	125	—	—	—	—	—	—	—	—
Koskabale-ela ...	1889	1,690 0	—	77	—	4	81	—	—	—	—	—	—	—	—
Medakumbura-ela ...	1892	1,589 96	—	85	1	6	92	—	—	—	—	—	—	—	—
Makundure-ela ...	1889	610 0	—	44	—	—	44	—	—	—	—	—	—	—	—
Hapugastalawe tank ...	1887	175 0	—	19	4	4	27	—	—	—	—	—	—	—	—

Uda Hewaheta.																
Bodi-ela ...	...	1893	75,183 90	774 59	24	13	105	142	—	—	—	—	—	—	—	
Waduwawela-ela	...	1892	4,137 5	459 55	254	—	100	354	—	—	—	—	—	—	—	
Kurunducya-ela No. 1	...	1892	928 41	—	447	—	—	447	—	—	—	—	—	—	—	
Kurunduoya-ela No. 2	...	1892	2,730 0	—	350	—	300	650	—	—	—	—	—	—	—	
Ma-ela	...	1893	2,329 82	†795 36 ‡240 80	890	—	253	1,143	—	—	—	—	—	—	—	
Beraluwe-ela	...	1887	1,430 0	—	110	—	—	110	—	—	—	—	—	—	—	
Mapanawature-ela	...	1888	2,000 0	—	66	—	—	66	—	—	—	—	—	—	—	
Unantenna Uda-ela	...	1887	2,290 0	—	100	—	—	100	—	—	—	—	—	—	—	
Agappala-ela	...	1885	800 0	—	64	—	—	64	—	—	—	—	—	—	—	
Lamasuriagama-ela	...	1892	3,000 0	†542 27 ‡165 40	—	137	70	207	—	—	—	Not fixed	—	—	—	
Waluganwewa	...	1900	9,760 0	1,401 65	524	—	30	554	P	—	—	—	—	—	—	Steps are being taken to recover the annual instalments due.
Walapane.																
Mulahal-ela	...	1890	2,284 0	—	253	3	47	303	—	—	—	—	—	—	—	
Eraulle-ela	...	1889	1,723 53	—	46	1	10	57	—	—	—	—	—	—	—	
Iluppelesse-ela	...	1889	1,598 0	—	40	—	—	40	—	—	—	—	—	—	—	
Ambeliadde-ela	...	1887	1,220 0	—	30	—	11	41	—	—	—	—	—	—	—	
Maussawe-ela	...	1887	1,000 0	—	46	1	—	47	—	—	—	—	—	—	—	
NORTH-CENTRAL PROVINCE.																
Kalabalaluwewa	Survey ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Construction ...	—	—	—	139	1,613	1,737	3,489	1,724	16,365 75	130	—	—	—	—	—
	Channels ...	—	—	—	—	—	—	—	—	—	—					
Yoda-ela	Survey ...	—	—	—	—	—	—	—	—	—	—	1 0	4,457 50	36,658 75	—	Irrigation interest paid by rate in perpetuity.
	Restoration ...	—	—	—	178	9,924	21,792	31894	3,580	20,957 34	324					
	68 village tanks	—	—	—	—	—	—	—	—	—	—					
Tissawewa	Restoration ...	—	—	—	—	939	115	1,054	1,033	21,868 64	60	1 0	939 75	10,772 83	—	do.
	Two channels...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bassawakkulam	Survey ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Repairs ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Completion ...	—	—	—	12	254	525	791	483	7,313 25	36	1 0	268 75	2,867 41	—	Irrigation interest paid by rate in perpetuity.
	Bund repairs...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Channels ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nuwarawewa	Survey ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Restoration ...	—	—	—	109	408	938	1,455	423	11,785 50	40	1 0	475 75	2,369 50	—	Irrigation interest paid by rate in perpetuity
	Channels ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maha Madawachchiya	Repair ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Completion ...	—	—	—	126	94	376	596	166	1,973 89	20	1 0	101 0	1,618 75	—	Irrigation interest paid by rate in perpetuity
Minneri	Sluice ...	—	—	—	Not surveyed				—	—	—	—	—	—	—	—
	Channels ...	—	—	—												
Rampotwila ...		—	—	—	169	—	650	819	—	—	85	1 46	—	—	1,565 15	—
1,056 village tanks ...		—	—	—	24,067	1,937	63,929	89,933	13,650	131,634 14	—	—	—	—	—	—
Cost of cement pipes ...		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Anicuts and culverts ...		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minor irrigation works ...		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total ...		—	—	—	24,800	15,169	90,062	130031	21,059	211,898 51	695	—	6,242 75	54,287 24	1,565 15	

* Rs. 118·77 initial expenditure. Rs. 346·50 spent in April, 1896. † Maintenance. ‡ Survey.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
NORTH-WESTERN PROVINCE.		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
KURUNEGALA DISTRICT.															
Kurunegala tank :—															
Repair of breach	1878	4,059 0													
Repair of breach in the bund for diverting the stream ...	1883	1,187 22													
Putting planks to the spill water ...	1884	239 61													
Repairing sluice and filling landslip ...	1886	249 71													
For additions and repairs ...	1890	297 29	9,369 85	—	—	—	—	—	—	—	—	—	—	—	--
Cutting channel	1892	329 7													
Opening a channel	1892	2,000 0													
Completing channel	1892	181 8		68	—	—	68	—	—	—	3 50	148 69	—	1,698 11	Repayment of cost in ten annual instalments: 7th instalment paid in 1900. Amount due Rs. 238·38. Amount recovered during the year ended December 31, 1900, Rs. 148·69.
Improvements to channel ...	1893	180 0													
Anicut across channel ...	1893	360 0	—	12	—	—	12	—	—	—	—	—	—	—	
		9,082 98													
Kospotu-oya anicut :—															
Construction	1872	10,783 34													
Repairs to anicut	1885	125 0	2,776 31	196	—	—	196	49	2,304 0	—	0 6	14 97	—	9,570 3	Pays a *pro rata* rate of 6 cents per acre on account of maintenance.
Construction of a wall ...	1888	699 98													
For raising embankment ...	1890	809 83													
		12,418 15													
Meddeketiya tank :—															
Restoring tank	1892	5,618 0													
Restoring (supplementary) ...	1893	300 0													
Improvements	1893	708 0	1,988 10	132	—	—	132	—	—	—	5 4	225 10	—	4,015 24	Repayment of cost in ten annual instalments; 7th instalment paid in 1900. Amount due Rs. 665·28. Amount recovered during the year Rs. 225·10.
Raising and widening the bund ...	1898	981 26													
Do. do. ...	—	212 67													
		7,819 93													
Wenoruwewa tank :—															
Restoration	1872	9,818 56													
Completion	1873	12,002 7													
Do.	1873	2,389 59													
Repairing damage done to main channel	1875	2,092 11		289	—	—	289	36	1,705 0	—	1 0	229 20	6,773 54	—	Pays rate in perpetuity. Amount due Rs. 290·24. Amount recovered during the year Rs. 229·20.
Increasing head of water ...	1890	6,659 71													
Bu-ela sluice	1874	977 97	13,269 4												
Opening channel from Wenoruwewa	1890	2,450 0													
Constructing anicut across Bu-ela ...	1890	3,284 74													
Extension of Bu-ela channel ...	1891	999 0		94	—	—	94	—	—	—	1 0	93 65	—	—	Pays rate in perpetuity. Amount due Rs. 95·15. Amount recovered Rs. 93·65.
Putting a distributary gate to Wenoruwewa channel	1894	126 46													
		40,800 21													

Mediyawe tank :—																
Construction of sluice and spill ...	1879	10,380 26	5,067 83	685	12	—	697	231	2,185 0	—	1 0	723 14	8,308 33	—	Pays rate in perpetuity. New specification of lands irrigated and irrigable are being prepared. Amount due Rs. 684·91. Amount recovered Rs. 723·14, inclusive of arrears.
Repairing bund ...	1879	4,926 77													
Puddling part of the bund	1880	987 87													
For urgent repairs ...	1885	63 12													
Repairing bund and natural spill ...	1886	3,506 5													
Opening two channels ...	1891	3,400 0													
Inserting distributary gate and stream crossings	1892	1,000 0													
Improving the tank	1893	4,510 0													
Repairing and improving anicut ...	1897	1,372 25													
		30,146 32													
Magallewewa tank :—																
Restoration	1873	50,095 30	14966 42	635	8	1,363	2,006	506	5,440 0	—	1 0	145 23	11,079 72	—	Pays rate in perpetuity. New specifications of lands irrigated and irrigable are being prepared. Amount due Rs. 643·85. Amount recovered during the year Rs. 145·23.
Construction of channel ...	1878	9,365 0													
Restoring the channel behind the dam	1877	450 0													
Improvement of spill ...	1879	859 61													
Extending the channel ...	1880	699 92													
Construction of five masonry outlets in No. 1 channel	1884	216 8													
Completing extension of No. 1 channel	1884	699 43													
Stopping leaks	1886	369 62													
Repair of four outlet sluices ...	1887	538 24													
Improving channel	1889	444 61													
Repairing breach in No. 1 channel ...	1889	11 15													
Improving channel	1889	1,080 0													
Completing cut spill water ...	1890	59 60													
Repairs to tank	1890	100 0													
Fixing locks to distributing gate ...	1892	64 0													
Repairs to sluice No. 2 ...	1896	172 80													
		65,225 36													
Galgomuwa tank :—																
Construction of sluice and spill ...	1877	15,208 34	8435 34	378	—	122	500	—	—	—	1 0	387 66	7,203 90	—	Pays rate in perpetuity.
Pitching part of the bund ...	1879	296 56													
		15,504 90													
Karagahagedara tank	1892	3,014 97	—	—	—	—	—	—	—	—	—	—	—	—	—
Gurussa anicut	1889	700 0													
Cutting a piece of channel ...	1889	24 97													
Covering a piece of rock in front of anicut	1891	29 69													
Do. do. ...	1892	40 82													
		795 48													
Diyaturai anicut :—																
Restoration	1889	260 0	—	—	—	—	—	—	—	—	—	—	—	—	This is one of the proposed works for 1901. No rate recovered on account of this work.
Completion	1889	256 37													
		516 37													
Constructing a culvert across Dambulla road	1889	54 93													

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefitld.				Sale of Crown Land.			Returns.				REMARKS.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
NORTH-WESTERN PROVINCE—*contd*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
KURUNEGALA DISTRICT—*contd.*															
Constructing a wall by side of channel near anicut ...	1890	56 90	—	—	—	—	—	—	—	—	—	—	—	—	This is one of the proposed works for 1901. No rate is recovered on account of this work.
Constructing a wall at the end of anicut	1891	30 75													
Do. do. ...	1892	63 35													
		205 93													
Paragoda anicut	1898	—	60 37	—	—	—	—	—	—	—	—	—	—	—	No rate is recovered on account of this anicut.
Anicut across Deduru-oya :—	1890	50,000 0													Amount recovered includes recoveries made on lands asweddumized during the year. New specifications of lands irrigated and irrigable are being prepared to ascertain the proper extent. Amount due at present Rs. 2,398. Recovered during the year Rs. 1,009·10.
Restoration of Batalagodawewa and cutting channel	1890	4,999 88													
	1891	70,000 0													
	1892	139,999 73													
	1894	130,349 83													
	1895	31,973 16	21799 9	1,838	560	7,601	2,898	—	—	—	1 0	1,009 10	11,307 75	—	
	1896	8,801 86													
	1897	6,476 63													
	1898	315 66													
	1899	10,033 47													
	1900	13,196 83													
Compensation for lands acquired ...	—	2,249 79													
		468,396 84													
CHILAW DISTRICT.															
Deduru-oya head sluice	1870	4,251 71	2,809 81	—	—	—	—	—	—	—	—	—	—	—	No rate is recovered on account of this work.
Munnessaram channel from Deduru-oya ...	1873	16,067 15													
Deduru-oya pile dam across ...	1878	2,896 29													
Bandiruppuwa fields	1891	1,381 56													
		24,596 71													
Tinipitiwewa	1872	30,000 0	13950 42	582	—	—	582	—	—	—	1 0	42 25	—	—	Authority from Government to recover rate was received in November, 1900. Steps are being taken to recover the balance, the payment of which has been refused by landowners. Papers have been referred to the Hon. the Attorney-General for opinion. No lands have been sold under this tank.
Additions	1876	2,424 0													
Repairing outlet sluice ...	1877	338 6													
Extra inlet sluice ...	1874	4,783 83													
Tank repairing ...	1878	301 99													
Do. ...	1881	501 0													
Repairing outlet and inlet sluices ...	1884	195 0													
Construction of spill ...	1887	3,708 27													
Alteration of the spill wall on the Kadupiti-oya	1890	578 0													
Alteration to Kadupiti-oya spill ...	—	130 87													
		40,961 2													

PUTTALAM DISTRICT.																		
Maha Uswewa tank	1877	35,215 0																
Supplementary	1877	2,312 93																
Puddling the bund	1879	9,125 64																
Deepening and sloping the sides of the extension of the channel ...	1883	550 0																
Blasting and deepening the channel to the sluice	1883	320 0																
Repairs to bund and sluice ...	1883	600 0	13712	6	294	—	554	848	770	9,038	0	139	1	0	220	0	2,303 50	—
Restoration of the tank ...	1887	10,938 48																
Distributing gates	1890	306 36																
Repairs to channel	1891	290 97																
Cutting channel	1893	803 0																
Pitching face of embankment ...	1894	932 71																
Additions to channels ...	1900	133 66																
Survey of subsidiary channel ...	1900	54 24																
		61,582 99																
Temporary bungalows	1893	361 63	—		—	—	—	—	—	—		—	—		—		—	—
Temporary bungalow at Hettipola ...	1894	296 0	—		—	—	—	—	—	—		—	—		—		—	—
Survey of lands benefited by restoration of irrigation works ...	1895	11,984 45	—		—	—	—	—	—	—		—	—		—		—	—
Survey of irrigation works ...	1895	25,262 83	—		—	—	—	—	—	—		—	—		—		—	—
Do.	1894	1,880 38	—		—	—	—	—	—	—		—	—		—		—	—
		27,143 21																
Wewagedara sluice	1885	329 20	—		—	—	—	—	—	—		—	—		—		—	—
Cost of cement pipes	—	6,274 57	—		—	—	—	—	—	—		—	—		—		—	—
Restoration of village tanks in Kurunegala, Puttalam, and Chilaw Districts ...	—	2,778 88	—		—	—	—	—	—	—		—	—		—		—	—
Cost of temporary bungalows for irrigation officers	—	654 15	—		—	—	—	—	—	—		—	—		—		—	—
Cost of three tents for irrigation officers...	—	241 25	—		—	—	—	—	—	—		—	—		—		—	—
Cost of surveys	—	911 38	—		—	—	—	—	—	—		—	—		—		—	—
Maintenance charges	—	—	1,954	63	—	—	—	—	—	—		—	—		—		—	—
PROVINCE OF UVA.																		
Udukinda.																		
Kande-ela anicut and channel ...	1891	9,587 0	1,483	63	160	1½	—	161½	—	—		Exempted	—		—		—	Gratuitous work.
Diwurunwewa	1885	1,535 65	—		148	—	—	148	—	—		do.	—		—		—	—
Punawewa	1885	2,120 87	—		118	½	—	118½	—	—		do.	—		—		—	—
Udale-ela	1886	362 3	—		27	—	—	27	—	—		do.	—		—		—	—
Uma-ela anicut and channel ...	1856	—	5,395	42	603	100	—	703	71¾	—		—	—		—		—	—
Hangili Elle-ela	1886	2,740 0	—		25	—	6	31	—	—		Exempted	—		—		—	Gratuitous work.
Mana-ela	1886	1,580 0	—		60	—	4	64	—	—		do.	—		—		—	do.
Elamallandewewa	1886	1,200 0	—		33	—	—	33	—	—		do.	—		—		—	—
Diyakola-ela	1887	1,205 0	—		82	—	—	82	—	—		—	—		—		—	—
Diyabuntalawewewa	1885	1,490 0	—		—	—	6	6	—	—		—	—		—		—	—
Kabillewela-ela	1897	123 0	190	0	7	—	—	7	—	—		—	—		—		—	Gratuitous work.
Bandarawela-ela	1883	1,759 0	—		—	—	—	—	—	—		—	—		—		—	—
Panwewa	1885	97 75	—		6½	—	10	16½	—	—		—	—		—		—	—

Pays rate in perpetuity. Amount due Rs. 294, but deducted Rs. 50 on account of extent exempted, and recovered only Rs. 220 within the year 1900. No new lands cultivated during the year.

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	OUTLAY.		AREA BENEFITED.				SALE OF CROWN LAND.			RETURNS.				REMARKS.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date.	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p*
PROVINCE OF UVA—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
Elletota-ela	1886	1,200 0	—	126	—	74	200	—	—	—	—	—	—	—	Gratuitous work.
Hingurugamuwewewa	1886	1,640 0	—	150	—	150	300	—	—	—	—	—	—	—	do.
Yatikinda.															
Badulapitiya-ela	1889	3,100 0	663 13	195½	—	—	195½	—	—	—	1 62	123 18	123 18	—	—
Alut-ela	1868	4,491 0	2,124 3	108	—	—	108	—	—	—	0 10	—	51 67	4,112 9	A maintenance rate of 10 cents per acre was recovered in 1896.
	1880	11,853 0													
	1898	5,450 0													
Kendala-ela	1881	3,240 0	115 20	86	—	—	86	—	—	—	0 10	9 25	64 55	—	—
Kumbalwela Yatala amuna ...	1890	8,070 0	—	23	—	—	23	—	—	—	1 0	23 93	165 51	—	—
Dikwella Mawela amuna and ela ...	1890	1,010 0	52 42	40	—	—	40	—	—	—	0 10	4 65	23 25	—	—
Mylathe-ela Kumbalwela ...	1897	102 0	—	7	—	—	7	—	—	—	—	—	—	—	—
Hingurugamuwe-ela	1893	2,467 57	—	50½	—	—	50½	—	—	—	—	—	—	—	—
Dilegolle Maha-ela	1898	3,621 0	1,449 50	83¾	—	—	83¾	—	—	—	4 80	403 39	746 97	—	At Rs. 4·30 per acre. Rs. 404·22 is recovered annually.
Hanwelle-ela	1885	235 0	—	108¾	—	—	108¾	—	—	—	0 72	49 31	49 31	—	—
Dalada-ela	1882	126 0	—	45	—	—	45	—	—	—	—	—	—	—	—
Halaba-ela	1887	150 0	—	30	—	—	30	—	—	—	—	—	—	—	Gratuitous work.
Yakdeli-ela in Mailagastenna ...	1856	—	10 0	50	—	—	50	—	—	—	—	—	—	—	—
Buttala.															
Buttala amuna and ela	1869	5,547 35	874 41	727	195	—	922	81	901 5	—	0 10	71 72	543 42	—	—
	1872	7,590 0													
	1872	3,428 72													
	1873	248 48													
		16,814 55													
Okkampitiye Yoda-ela (Kumbukan-oya irrigation works)	1891	188,345 24	10,501 16	40	409	659	1,108	1,307	6,597 0	—	—	—	—	—	—
Wellawaya.															
Hambegamuwewa	1891	31,887 93	648 15	—	137	300	437	154½	774 20	—	—	—	—	—	—
Sudupanawela amuna and ela ...	1884	141,120 0	1,128 5	—	171	281	452	199½	2,062 25	—	1 0	176 89	1,397 89	—	—
Kalupahana-ela	1884	970 0	—	15	—	—	15	—	—	—	—	—	303 70	—	—
Telullewewa	1887	1,000 0	67 0	2	21	—	23	—	—	—	—	—	—	—	—

Bintenna.																	
Horaborawewa	1870	11,405 0	8,704 47	—	145	—	145	112	1,265 0	—	0 50	143 22	5,653 59	—	—
Kudawewa	1885	14,532 0			108	—	108	93¾	1,104 25	—	0 50	53 44	314 92	—	—
Udawewa	1888	1,340 0	425 50	—	69	—	69	—	—	—	0 25	22 76	94 39	—	—
Medabeddewewa	1883	1,358 0	200 0	66	—	—	66	—	—	—	—	—	—	—	—
Ekriyankumburewewa	1882	1,087 65	330 0	20	—	6	26	—	—	—	—	—	—	—	—
Viyaluwa.															
Taldena amuna and ela	1880	21,873 0	4,843 85	21	14	250	285	—	—	—	1 0	34 33	263 35	—	—
Yapamme amuna and ela... ...	1888	5,000 0	—	12	5	50	67	—	—	—	—	—	—	—	—
Wellassa.															
East and West Gala-oya anicut and channels	1890	32,414 63	2,888 8	556	—	—	556	—	—	—	0 90	304 33	2,741 21	—	—
Dambagalle Kehellandewewa ...	1890	12,849 16	3,187 66	42¼	1¼	25	68½	—	—	—	1 0	39 98	213 1	—	—
Makulle Nelumwewa	1889	4,911 16	211 39	35	34	25	94	—	—	—	1 0	34 47	239 22	—	—
Dununuwewa	1884	1,000 0	—	104	—	48	152	—	—	—	—	—	—	—	—
Village tanks	1899	450 0	97 0	250	—	251	501	—	—	—	—	—	—	—	—
Total ...	—	558,914 19	45,590 5	4,263¼	1,411¼	2,145	7,820½	2,019½	12,703 75	—	—	1,494 85	12,989 14	4,112 9	

Gratuitous work.

PROVINCE OF SABARAGAMUWA.

MAINTAINED BY GOVERNMENT.

Kolonna Korale.

Anicut across Kitulabokke-ganga ...	1891	12,665 0	5,385 52												
Do. ...	1895	99 83	—												
		12,764 83		10	107	263	380	—	—	1	—	500 0	4,500 0*	—	* Contribution by Maduwanwala Ratemahatmaya, who is sole owner of the Panamure lands.
(1) Channel to Ketigan-aar ...	1891	19,335 0	579 94												
(2) First anicut across Ketigan-aar ...															
(3) North and south channels, Panamure	1889	18,285 95	2,376 61												
(4) Second anicut across Ketigan-aar at Ambagahawela... ...															
(5) Channel to Hingurearawewa ...	1891	30,389 57	5,481 46	—	—	500	—	—	—	—	—	—	—	—	Crown lands not yet sold.
(6) Hingurearawewa															
(7) Anicut across Hulanda-oya at Embilipitiya Udagama ...															
(8) Channel to Udagama fields	1891	11,380 39	2,569 34	204	—	—	204	—	—	—	1 0	204 11	1,985 12	—	Pays rate in perpetuity.
(9) Tank at Embilipitiya ...															
Anicut across Hulanda-oya and channel to Walalgoda	1872	9,199 84	3,184 8	258	—	5	263	60	794 50	8	0 40	103 60	3,274 87	2,508 82	Rate 40 cents per acre. (*Vide* Colonial Secretary's letter No. 256 of August 2, 1897.)
(1) Tunkame Mahawewa ...	1889	6,200 0	129 83	22	—	—	22	—	—	—	1 0	22 45	201 45	—	
(2) Alutwewa	1890	4,359 35	163 52	8	—	—	8	—	—	—	1 0	8 0	72 0	—	
(3) Epitagodawewa	1891	3,290 15	179 36	8	—	—	8	—	—	—	1 0	8 0	64 0	—	
(4) Hirigalkatuwawewa ...	1891	3,939 20	129 76	21	—	—	21	—	—	—	1 0	21 0	168 0	—	Pays rate in perpetuity.
(5) Rambukkanawewa ...	1890	1,949 39	131 77	6½	—	—	6½	—	—	—	1 0	6 50	39 0	—	
(6) Hingurewewa	1891	4,554 50	205 24	24	—	—	24	—	—	—	1 0	24 0	192 0	—	

Name of each Work (grouping the Works forming connected Systems).	Date of Completion.	Outlay.		Area Benefited.				Sale of Crown Land.			Returns.				Remarks.
		Government Expenditure on Restoration or Construction.	Expenditure on Upkeep and Repairs.	Old Land benefited by Work.	New Land Cultivated consequent on Irrigation.	Further Land Irrigable by the Work.	Total Land benefited (*see Specification, if any*).	Crown Land sold since Construction or Restoration.	Amount realized by Sale.	No. of Persons who have acquired newly Irrigated Land.	Rate per Acre per Annum payable (state if exempted from payment).	Amount recovered in Rates during year ended on above date	Total Amount recovered in Rates up to same date.	Amount recovered up to same date in repayment by instalments of cost, or portion of cost, of Work.	
a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*	*l*	*m*	*n*	*o*	*p* *q*
PROVINCE OF SABARAGAMUWA—*contd.*															
MAINTAINED BY GOVERNMENT—*contd.*		Rs. c.	Rs. c.	Acres.	Acres.	Acres.	Acres.	Acres.	Rs. c.		Rs. c.	Rs. c.	Rs. c.	Rs. c.	
Atakalan Korale.															
Anicut across Rakwana-ganga at—															
(1) Malwatta and channel ...	1872, 1889, 1896	7,480 61	2,424 78	62	51	118	232	21	257 0	5	1 0	24 60	174 39	2,587 80	Perpetual rate will not become payable for some years yet.
Do. ...	1897	8 4	—	—	—	—	—	—	—	—	—	—	—	—	—
		7,488 65													
(2) Wellawa and channel ...	1897	44,850 14	2,186 27	—	—	2,066	—	352	3,562 7	10	—	—	—	—	Lands not yet brought into cultivation.
Beliatta amuna	1891	1,944 94	—	16	—	—	16	—	—	—	1 0	16 0	157 50	—	Pays rate in perpetuity.
Ranwala anicut ...	1896	1,751 55	—	67	—	—	67	—	—	—	2 60	—	—	845 85	Pays cost by instalments.
Meda Korale.															
Opanake aqueduct	1870	938 44	418 93	25	—	—	25	—	—	—	Re. 1 an amunam	12 60	264 36*	923 71	* Assessment on upkeep.
Massenna intake	1889	561 68	—	161	—	—	161	—	—	—	0 55	—	—	121 28	No recoveries on account of breach of channel. (*Vide* Colonial Secretary's letter No. 272 of August 21, 1896.)
Mulgama tank	1889	7,518 17	201 64	30	—	—	30	—	—	—	1 0	32 45	369 35	—	Pays rate in perpetuity.
Uggalkaltota anicut and channel ...	1892	37,803 80	5,987 86	—	—	—	—	—	—	—	—	—	—	—	—
Do. temporary trough	1899	574 0	—	94½	305½	342½	742½	655	10,425 0	36	1 0	357 50	1,878 61	—	do.
Utuman-ela	1893	198 0	—	33	—	29	62	—	—	—	1 8	—	—	139 87	Pays cost by instalments.
Kadawatu Korale.															
Kinchigune anicut and channel ...	1870	6,112 88	3,344 37	47	1	—	48	—	—	—	1 0	48 42	739 85	932 16	Pays rate in perpetuity.
Kumbukwela amuna ...	1891	120 76	—	7	—	—	7	—	—	—	Exempted	—	—	—	Gratuitous
Galagama Maha-ela ...	1892	2,370 3	—	240	—	—	240	—	—	—	do.	—	—	—	
Etawakwala amuna ...	1892	660 0	—	80	—	—	80	—	—	—	do.	—	—	—	
Nawadun Korale.															
1. Anicut across Dodangaha-ela ...	1889	22,050 15	2,908 57	54¾	148¼	—	203	—	—	—	1 0	175 30	2,101 77	—	Pays rate in perpetuity. Old fields pay half rate.
2. Channel to Ketandola ...															
3. Anicut across Ketandola ...															
4. Channel to Batugedara, Ketandola anicut	1893	86 14	—	—	—	—	—	—	—	—	—	—	—	—	—
WORKS NOT LOOKED AFTER BY GOVERNMENT.															
Kuruwiti Korale.				*amunams.*			*amunams.*								
1. Kosgoda-ela	1887	11 25	—	3	—	—	—	—	—	—	—	—	—	—	All these works were executed under the vote for Urgent Minor Works.
2. Pussella-ela	1887	80 0	—	10	—	—	—	—	—	—	—	—	—	—	
3. Tembiliyana-ela	1887	18 64	—	7	—	—	—	—	—	—	—	—	—	—	
4. Keeragal-ela	1889	75 0	—	25	—	—	—	—	—	—	—	—	—	—	

Navadun Korale.																	
1. Iriyandaluwella ...	...	1887	49	87	—	65	—	—	—	—	—	—	—	—	—	—	
2. Amuwala-ela ...	...	1887	57	35	—	18	—	—	—	—	—	—	—	—	—	—	
3. Narangoda-ela ...	...	1887	23	86	—	27	—	—	—	—	—	—	—	—	—	—	
4. Palunelle amuna ...	...	1888	76	76	—	10	—	—	—	—	—	—	—	—	—	—	
5. Ulpotawella ...	...	1888	29	99	—	7½	—	—	—	—	—	—	—	—	—	—	
6. Kehelbaddala-ela ...	...	1889	105	20	—	26	—	—	—	—	—	—	—	—	—	—	
7. Boralewella ...	...	1890	83	94	—	17	—	—	—	—	—	—	—	—	—	—	
8. Weweldola ...	...	1890	71	10	—	29	—	—	—	—	—	—	—	—	—	—	
9. Uradeniyewella ...	...	1891	35	2	—	15	—	—	—	—	—	—	—	—	—	—	
10. Diyawella ...	...	1891	64	89	—	4½	—	—	—	—	—	—	—	—	—	—	
11. Paraketiyewella ...	...	1892	59	15	—	10	—	—	—	—	—	—	—	—	—	—	
Atakalan Korale.																	
1. Yakeramuduketiya Ulpota ...		1889	63	57	—	9	—	—	—	—	—	—	—	—	—	—	
2. Welkanayaya Ulpota ...	...	1889	113	14	—	20	—	—	—	—	—	—	—	—	—	—	
3. Do. ...	...	1890	99	64	—												
			212	78													
4. Galketadeniya Ulpota ...	...	1890	198	92	—	32	—	—	—	—	—	—	—	—	—	—	
5. Werahera Ulpota ...	...	1890	49	38	—	16	—	—	—	—	—	—	—	—	—	—	
6. Puhuarambe Ulpota ...	...	1891	148	31	—	14	—	—	—	—	—	—	—	—	—	—	
7. Kanateriyanwala Ulpota ...	...	1891	196	65	—	20	—	—	—	—	—	—	—	—	—	—	
8. Madampe culvert ...	...	1891	67	25	—	—	—	—	—	—	—	—	—	—	—	—	All the expenditure executed under the vote for Urgent Minor Works.
Kolonna Korale.																	
1. Padalangalawewa ...	...	1889	80	45	—	5	—	—	—	—	—	—	—	—	—	—	
Meda Korale.																	
1. Galamune-ela ...	...	1890	74	85	—	6	—	—	—	—	—	—	—	—	—	—	
2. Naraugetana-ela ...	...	1890	10	74	—	3	—	—	—	—	—	—	—	—	—	—	
3. Moraula-ela ...	...	1890	61	25	—	8½	—	—	—	—	—	—	—	—	—	—	
4. Mahabibile-ela ...	...	1890	21	95	—	4	—	—	—	—	—	—	—	—	—	—	
5. Torawela amuna ...	...	1890	22	98	—	2	—	—	—	—	—	—	—	—	—	—	
6. Polwatte amuna ...	...	1890	19	60	—	19	—	—	—	—	—	—	—	—	—	—	
7. Pallewela-ela ...	...	1891	18	97	—	14	—	—	—	—	—	—	—	—	—	—	
8. Metiwala Ulpota ...	...	1892	28	80	—	9	—	—	—	—	—	—	—	—	—	—	
9. Gallelletota amuna ...	...	1892	24	50	—	7¾	—	—	—	—	—	—	—	—	—	—	
10. Horaketiya amuna ...	...	1893	139	36	549 97	6	—	—	—	—	—	—	—	—	—	—	
Kadawata Korale.																	
1. Udawela-ela ...	...	1887	99	88	—	18	—	—	—	—	—	—	—	—	—	—	
2. Medawela-ela ...	...	1887	59	49	—	20	—	—	—	—	—	—	—	—	—	—	
3. Maha-ela at Galagama ...	...	1888	86	0	—	105½	—	—	—	—	—	—	—	—	—	—	
4. Maha-ela at Pambahinna ...	...	1888	75	0	—	40	—	—	—	—	—	—	—	—	—	—	
5. Hiralukandure-ela ...	...	1888	51	0	—	15¾	—	—	—	—	—	—	—	—	—	—	
6. Kanumulketiya Ulpota ...	...	1888	45	0	—	7	—	—	—	—	—	—	—	—	—	—	
7. Nelliwala Maha-ela ...	...	1889	35	91	—	29½	—	—	—	—	—	—	—	—	—	—	
8. Denaganoya-ela ...	...	1889	96	23	—	22¾	—	—	—	—	—	—	—	—	—	—	
Kukul Korale.						Acres.											
Weddagala channel ...	...	1890	422	78	—	6	4	30	40	—	—	—	—	—	—	—	Gratuitous.
Kegalla District.																	
Andana-ela scheme ...	...	1894	209	99	—	—	—	—	—	—	—	—	—	—	—	—	do.

APPENDIX H.

MAINTENANCE OF WORKS DURING 1900.

GIANT'S TANK, NORTHERN PROVINCE.	1900 Rs. c	Rate per Mile. Rs. c.
General Charges.		
Pay of guardian	—	—
Repair of buildings	18 0	—
Repair of roads	—	—
Issue of water	—	—
Planting trees	—	—
Transport charges	25 50	—
Contingencies	44 50	—
Channels.		
Clearing jungle and weeding (6½ miles)	263 49	40 53
Removal of silt	78 50	—
Upkeep of channels and bunds (6½ miles)	150 75	23 19
Upkeep of masonry and bridges	7 50	—
	585 24	

KANUKKENI, NORTHERN PROVINCE.		
General Charges.		
Pay of guardian	—	—
Repair of buildings	46 90	—
Repair of roads	—	—
Issue of water	—	—
Planting trees	—	—
Transport charges	18 0	—
Contingencies	94 19	—
Channels.		
Clearing jungle and weeding (3¾ miles)	51 62	13 76
Removal of silt	—	—
Upkeep of channels and bunds (3¾ miles)	389 26	103 80
Upkeep of masonry and bridges	—	—
	599 97	

PERIYAKULAM TANK, NORTHERN PROVINCE.		
General Charges.		
Pay of guardian	—	—
Repairs to buildings	—	—
Repair of roads	—	—
Issue of water	—	—
Planting trees	—	—
Transport charges	6 0	—
Contingencies	4 20	—
Channels.		
Clearing jungle and weeding (1¼ mile)	—	—
Removal of silt (⅝ mile)	15 2	24 4
Upkeep of channels and bunds (1¼ mile)	144 64	115 71
Upkeep of masonry and bridges	30 9	—
	199 95	

WALAWE-GANGA WORKS, SOUTHERN PROVINCE.		
General Charges.		
Pay and allowance of guardian	618 86	—
Repair of buildings	193 38	—
Repair of roads	4 80	—
Issue of water	560 20	—
Planting trees	—	—
Transport charges	118 90	—
Contingencies	4 72	—
Channels.		
Clearing jungle and weeding (24 miles)	939 35	39 14
Removal of silt (24 miles)	1,740 95	72 54
Upkeep of channels and bunds (24 miles)	400 52	16 69
Upkeep of masonry and bridges	37 84	—
	4,619 52	

KIRINDE-OYA WORKS (TISSA), SOUTHERN PROVINCE.

	1900. Rs. c.	Rate per Mile. Rs. c.
General Charges.		
Pay of guardian	628 38	—
Repair of buildings	86 75	—
Repair of roads (6 miles)	8 0	1 33
Issue of water	198 86	—
Planting trees	—	—
Transport charges	79 90	—
Contingencies	21 30	—
Channels.		
Clearing jungle and weeding (27 miles)	524 60	19 69
Removal of silt (21 miles)	149 8	7 10
Upkeep of channels and bunds (27 miles)	654 85	24 25
Upkeep of masonry and bridges	302 45	—
	2,654 17	

SAKAMAM WORKS, EASTERN PROVINCE.

General Charges.		
Pay of guardian	175 0	—
Repairs to buildings	222 62	—
Repair of roads (5⅝ miles)	45 69	8 12
Issue of water	17 35	—
Planting trees	—	—
Transport charges	65 55	—
Contingencies	160 28	—
Channels.		
Clearing jungle and weeding (6½ miles)	181 9	27 86
Removal of silt	2 4	—
Upkeep of channels and bunds (6½ miles)	405 58	62 40
Upkeep of masonry and bridges	69 77	—
	1,344 97	

PATTIPOLA-ARU SCHEME, NORTHERN PROVINCE.

General Charges.		
Pay of three guardians	880 94	—
Repair of buildings	641 94	—
Repair of roads (57⅛ miles)	192 43	3 37
Issue of water	77 52	—
Planting trees	—	—
Transport charges	226 15	—
Contingencies	201 69	—
Channels.		
Clearing jungle and weeding (12 miles)	217 24	18 10
Removal of silt	20 41	—
Upkeep of channels and bunds (12 miles)	565 93	47 16
Upkeep of masonry and bridges	509 53	—
	3,533 78	

KANTALAY TANK, EASTERN PROVINCE.

General Charges.		
Pay of guardian	360 0	—
Repair of buildings	40 48	—
Repair of roads	—	—
Issue of water	—	—
Planting trees	—	—
Transport charges	78 0	—
Contingencies	51 92	—
Channels.		
Clearing jungle and weeding (5 miles)	108 0	21 60
Removal of silt (3 miles)	—	—
Upkeep of channels and bunds (4¼ miles)	216 76	51 2
Upkeep of masonry and bridges	199 22	—
	1,054 38	

KALAWEWA SCHEME, NORTH-CENTRAL PROVINCE.

General Charges.		
Pay of guardian and overseer	1,026 50	—
Repair of buildings	673 61	—
Repair of roads	—	—
Issue of water	185 80	—
Planting trees	—	—
Transport charges	383 48	—
Contingencies	930 5	—
Channels.		
Clearing jungle and weeding (64 miles)	689 4	10 77*
Removal of silt (60 miles)	3,599 83	60 0
Upkeep of channels and bunds (64 miles)	1,301 11	20 33
Upkeep of masonry and bridges	409 65	—
	9,199 7	

* The weeding on the Yoda-ela (54 miles long) is done by the proprietors of the irrigable lands without pay.

	1900. Rs. c.	Rate per Mile. Rs. c.
MINNERI TANK, NORTH-CENTRAL PROVINCE.		
General Charges.		
Pay of guardian	—	—
Repair of buildings	108 65	—
Repair of roads (2 miles)	191 27	95 63
Issue of water	—	—
Planting trees	—	—
Transport charges	—	—
Contingencies	—	—
Channels:		
Clearing jungle and weeding	—	—
Removal of silt	—	—
Upkeep of channels and bunds	—	—
	299 92	
BASAWAKULAM, NORTH-CENTRAL PROVINCE.		
General Charges.		
Pay of guardian	200 0	—
Repair of buildings	41 60	—
Repair of roads	—	—
Issue of water	23 49	—
Planting trees	—	—
Transport charges	70 38	—
Contingencies	121 82	—
Channels.		
Clearing jungle and weeding (5 miles)	135 40	27 8
Removal of silt (4·1 miles)	389 11	95 0
Upkeep of channels and bunds (5 miles)	610 56	122 11
Upkeep of masonry and bridges	144 28	—
	1,736 64	
NUWARAWEWA, NORTH-CENTRAL PROVINCE.		
General Charges.		
Pay of guardian	100 0	—
Repair of buildings	91 57	—
Repair of roads	—	—
Issue of water	40 50	—
Planting trees	—	—
Transport charges	145 68	—
Contingencies	387 57	—
Channels.		
Clearing jungle and weeding (8·62 miles)	577 23	66 96
Removal of silt (5·19 miles)	771 19	148 59
Upkeep of channels and bunds (8·62 miles)	1,095 8	127 6
Upkeep of masonry and bridges	297 25	—
	3,506 7	
TISSAWEWA, NORTH-CENTRAL PROVINCE.		
General Charges.		
Pay of guardian	400 0	—
Repair of buildings	20 25	—
Repair of roads	—	—
Issue of water	52 69	—
Planting trees	—	—
Transport charges	103 78	—
Contingencies	140 78	—
Channels.		
Clearing jungle and weeding (7·19 miles)	225 51	31 36
Removal of silt (5·55 miles)	412 12	74 26
Upkeep of channels and bunds (7·19 miles)	830 10	115 45
Upkeep of masonry and bridges	343 88	—
	2,529 11	
MADAWACHCHIYA, NORTH-CENTRAL PROVINCE.		
General Charges.		
Pay of head cooly	17 74	—
Transport charges	11 7	—
Channels.		
Clearing jungle and weeding (3 miles)	27 56	9 19
Removal of silt (2½ miles)	29 81	11 92
General upkeep of channels and bunds (3 miles)	25 88	8 63
Upkeep of masonry and bridges	23 50	—
	135 56	

MAINTENANCE OF WORKS.

Deduru-oya Works, North-Western Province.

	1897.		1898.		1899.		1900.	
	Total.	Rate per Mile.	Total.	Rate per Mile.	Total.	Rate per Mile.	Total.	Rate per Mile.
General Charges.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Pay and allowance of guardian ...	360 0	—	320 0	—	765 0	—	975 0	—
Repair of buildings	212 12	—	154 52	—	220 2	—	78 51	—
Repair of roads (26 miles)	227 19	8 74	200 46	7 71	210 10	8 8	218 49	8 40
Issue of water	108 55	—	90 6	—	84 5	—	273 44	—
Planting trees	43 67	—	55 52	—	8 9	—	7 56	—
Transport charges	63 46	—	71 63	—	145 79	—	95 51	—
Contingencies	154 39	—	100 66	—	522 90	—	443 53	—
Main Channels.								
Clearing jungle and weeding (25 miles)...	374 15	14 97	259 2	10 36	434 13	17 36	350 19	14 1
Removal of silt (23½ miles) ...	527 42	22 24	938 87	39 95	794 51	33 81	546 83	23 27
Upkeep of channels and bunds (25 miles)	626 32	25	269 84	10 79	370 20	14 81	282 90	11 32
Upkeep of masonry and bridges ...	285 13	—	625 0	—	667 69	—	553 3	—
Distributaries.								
Clearing jungle and weeding ...	102 15	20 43	148 75	24 79	180 56	22 57	354 65	35 46
Removal of silt	15 29	3 6	30 57	5 9	171 62	28 60	135 42	22 57
Upkeep of channels and bunds ...	49 99	10 0	96 26	16 4	60 46	10 8	45 82	7 64
Upkeep of masonry	22 91	—	220 46	—	129 2	—	405 87	—
Total ...	3,172 74	—	3,581 62	—	4,764 14	—	4,766 75	—

VIII.—1902.

STATEMENT AND ACCOUNT

OF THE

WIDOWS' AND ORPHANS' PENSION FUND

FOR THE YEAR

1901.

(Prepared in terms of Section 6 of Ordinance No. 1 of 1898.)

Ordered by His Excellency the Governor to be Printed.

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1902.

WIDOWS' AND ORPHANS' PENSION FUND.

STATEMENT and ACCOUNT for the Year ended December 31, 1901.

(Prepared in terms of Section 6 of Ordinance No. 1 of 1898.)

I.—POSITION OF THE FUND.

THE balance to the credit of the Fund in the hands of the Colonial Treasurer on December 31, 1901, was Rs. 2,968,094·35.

Table showing the receipts and expenditure for each month of the year with resulting balances, viz.:—

Month.	Receipts. Rs. c.	Expenditure. Rs. c.	Receipts over Expenditure. Rs. c.	Expenditure over Receipts. Rs. c.
January ...	14,435 38	21,889 21*	—	7,453 83
February ...	13,582 62	5,918 52	7,664 10	—
March ...	18,796 6	7,837 12	10,958 94	—
April ...	17,503 4	5,043 5	12,459 99	—
May ...	18,907 82	5,229 42	13,678 40	—
June ...	20,182 58	8,910 59	11,271 99	—
July ...	17,001 80	7,225 11	9,776 69	—
August ...	16,920 83	11,812 2	5,108 81	—
September ...	17,544 59	2,893 58	14,651 1	—
October ...	18,736 85	5,262 86	13,473 99	—
November ...	18,013 69	9,062 60	8,951 9	—
December ...	187,103 18	11,239 3	175,864 15	—
Total ...	378,728 44	102,323 11	283,859 16	7,453 83
Deduct Expenditure over Receipts ...			7,453 83	
Net Receipts ...			276,405 33	
Add balance on December 31, 1900 ...			2,691,689 2	
			2,968,094 35	

* Includes payment of Rs. 9,612·84 to the Actuaries.

Classification of Receipts and Expenditure during the Year.

	Rs. c.		Rs. c.
By Abatement ...	209,193 50	To Pensions ...	84,371 43
Refunds of unpaid pensions	3,277 47	Refunds of excess and erroneous payments ...	576 23
Receipts from Government on account contributions refunded ...	1,665 89	Refunds receivable from Government ...	1,665 89
Interest	164,591 58	Refunds to bachelors ...	1,394 67
		Refunds under Ordinance No. 3 of 1900 ...	68 64
		Salaries, including fee to Actuaries ...	14,246 25
			102,323 11
		Balance	276,405 33
Total ...	378,728 44	Total ...	378,728 44

II.—CONTRIBUTORS.

The number of contributors on the books of the Fund on January 1, 1901, was ...	4,117
Joined during the year	302
Making a total of	4,419

Number of Officers who ceased to contribute.

By Death	65	
Dismissal	22	
Resignation	36	
Being discontinued from the Service	19	
Being disqualified	7	
Attaining 65 years of age	10	
Transfer to other Colonies	2	
Exemption under proviso to section 11 of Ordinance No. 1 of 1898 ...	1	
		162
Number of contributors on December 31, 1901		4,257
Showing an increase over last year of		140

III.—PENSIONS.

The number of beneficiaries on January 1, 1901, was	454
Pensions awarded during 1901	48
	502
Less pensions lapsed	9
Number of pensioners on December 31, 1901	493

Of the 65 contributors whose deaths were reported during the year, 11 were bachelors, 3 were childless widowers, 3 cases have been deferred for further particulars, and pensions were granted to the widows and orphans of 48, viz. :—

Name.	Name and Designation of Officer.	Yearly Pension. Rs. c.	Date of Commencement of Pension.
Agnes Cecilia, widow of	G. Balasuriya, Relief Clerk, Ceylon Government Railway	283 45 ...	1901. January 5
Medduma Kumarihami, widow of	M. B. Nugawela, Retired Ratemahatamaya of Tumpane	124 10 ...	January 29 1900.
Annapillai, widow of	T. Narayanasamy, Retired Police Sergeant No. 1,062 ...	45 48 ...	December 12. 1901.
Harriet Emelia, widow of	G. A. Jansz, Retired Clerk, Fiscal's Office, Matara ...	45 59	January 1
Florence Letitia, do.	F. C. Fisher, Government Agent, North-Western Province	2,181 81 ...	April 2
Constance, do.	H. L. Ward, Retired Chief Surveyor ...	876 14 ...	February 25
Agnes Theadora, do.	J. M. de Fry, Medical Officer	90 15 ...	January 19
Sopah Hamy, do.	K. Pieris Perera, Teacher, Vernacular Boys' School ...	74 10 ...	January 20
Louisa, do.	J. Don David, Retired Compositor, Government Printing Office	19 20 ...	February 19
Mary Matilda, daughter of	D. L. Weerasinghe, Retired Compositor, Government Printing Office	40 50 ...	March 4
Victoria, widow of	D. F. W. Jayasuriya, Mudaliyar, Kalutara District ...	139 47 ...	March 20
Meenatchy, do.	V. Canagasabai, Mudaliyar, Head Clerk, Principal Civil Medical Office	258 23 ...	April 12
Arthur Harris, son of	J. J. Muller, Identifying Officer, Police Department ...	99 91 ..	July 25
Emily Tangamma, widow of	C. Arunasalam, District Engineer, Public Works Department	407 86 ...	February 17
Christina, do.	J. Manual Fernando, Shroff, Chilaw Kachcheri ...	108 81 ...	March 22
Euphemia, do.	Theodore de Zilva, Postmaster, Bentota ...	132 93 ...	March 27
Catherine, do.	W. Emanuel Perera, Clerk, Post Office ...	108 28 ...	May 13
Parapathipillai, do.	S. Ponnambalam, Shroff, Jaffna Customs ...	93 43 ...	March 10
Charlotte Elizabeth, do.	W. P. de Jonk, Retired Registrar of Lands, Kalutara	112 1 ...	May 3
Charlotte Anne, do.	G. E. Corea, Head Clerk, District Court, Negombo ...	124 87 ...	May 23
Evlyn Lucretia, do.	V. E. Anthonisz, Clerk, Ceylon Government Railway	291 11 ...	April 29
Poddinona, daughter Katchy Hamy (second wife), widow	of Romanis, Police Constable No. 308 ...	16 45 ... 14 60 ...	January 5
Sophia, widow of	J. W. H. Andrewewa, President, Village Tribunal, Uda Hewaheta	102 53 ...	June 14
Ellen Charlotte, widow of	R. W. Pollocks, Storekeeper, Welikada Jail	159 19 ...	June 25
Children by first marriage Ponnammah (second wife), widow	of V. M. Somasundram, Clerk, Jaffna Customs ...	50 78 ... 44 82 ...	April 7
Jane, widow of	W. S. LeFeuvre, Retired Superintendent of Police ...	393 60 ...	June 28
Cecilia Ann, widow of	D. M. Settinayake, Mudaliyar, Clerk, Public Works Department	305 36 ...	July 17
Children by first marriage Caroline Mary (second wife), widow	of F. L. Fernando, Retired Police Constable No. 1,356	9 34 ... 8 26 ...	1900. November 11
Children of	J. F. Hunter (dismissed), Telegraph Master ...	59 57 ...	1899. May 31

Name.	Name and Designation of Officer.	Yearly Pension. Rs. c.	Date of Commencement of Pension.
			1900.
Mary Anne, widow of	S. Bastian Pulle, Mudaliyar, Interpreter, Jaffna Kachcheri	181 73 ...	June 6
			1901.
Florence Emelia, do.	J. G. Weinman, Inspector, Public Works Department	276 22 ...	August 13
Kate Daisy Louisa, daughter of	H. W. Green, Retired Principal Assistant Colonial Secretary	1,726 78 ...	July 31
Mary Nona, widow of	Peter Pitchemuttu, Retired Sub-Overseer, Convict Establishment	8 70 ...	August 8
Anne Margaret, widow of	J. Gnanapragasam, Retired Overseer, Public Works Department	70 34 ...	August 25
Sinnepulle, do.	K. Sinnetamby, Retired Police Constable No. 1,236...	20 38 ...	August 28
Drusilla Alice, do.	C. F. Deutrom, Retired Chief Clerk, Customs ...	344 98 ...	October 4
Thevanipulle, do.	A. Cadiravail Pulle, Retired Clerk, Public Works Department	71 15 ...	October 14
Susan, do.	John de Silva, Sub-Overseer, Convict Establishment	49 73 ...	September 6
Johanna Caroline Mary, do.	D. Louis Kannangara, Retired Teacher, Bandaragama	26 2 ...	November 21
Georgiana, do.	Charles de Silva, Retired Clerk, &c., Survey Department	152 51 ...	November 7
Christina, do.	S. Joseph, Deputy Fiscal, Negombo	239 82 ...	November 5
Sophia Mary, do.	H. L. Ohlmus, Retired Chief Clerk, General Treasury...	138 68 ...	November 24
Josephia, do.	C. Swampillai, Retired Vanniah, Manmunai North ...	83 38 ...	November 14
Sinna Thangam, do.	N. Chinnaturai, Overseer, Jaffna Jail ...	43 73 ...	September 4
Rasapulle Soranam, do.	V. Rengasamy, Police Constable No. 486 ...	30 93 ...	October 27
Jane Gillipsie, do.	Robert Aitkin, Engine Driver, Ceylon Government Railway	257 15 ...	August 13
Selina Barbara, do.	J. V. Mellonius, Clerk, Customs	276 78 ...	December 26
Laura Agnes, daughter of	N. Domingo, Postmaster	86 78 ...	November 26

The annexed comparative statement gives the following particulars for the years 1884 to 1901, viz.:—

(1) The receipts, expenditure, and the net receipts for each year; and
(2) The amount to credit of the Fund and the number of contributors and pensioners at the end of each year.

Widows' and Orphans' Pension Fund Office,
Colombo, February 14, 1902.

C. A. MURRAY,
H. L. MOYSEY,
H. T. S. WARD,
P. RAMANATHAN,
E. DE KRETSER,
Directors.

Comparative Statement of Receipts and Expenditure from 1884 to 1901.

Receipts.	May to December 1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Abatements from Salaries ...	31883 65	64522 73	86,242 32	86,645 48	94,737 46	100,583 17	105,672 41	114,305 35	124,169 73
Interest ...	583 75	5793 70	9,219 72	13,869 87	19,416 51	25,716 86	32,415 16	39,814 40	48,003 89
Fines ...	—	150 0	—	2 0	1 0	4 0	1 0	—	10 0
Refunds ...	—	—	15 53	—	979 72	563 6	685 46	748 40	1,314 42
	32467 40	70466 43	95,477 57	100517 35	115,134 69	126,867 9	138,774 3	154,868 15	173,498 4
Expenditure.									
Pensions paid ...	108 59	1,701 95	5,656 63	7,670 50	10,307 23	12,812 47	16,779 71	19,380 93	21,808 16
Refunds ...	205 92	798 90	552 77	499 39	646 41	1,267 9	966 27	909 55	422 49
Office Salaries, Contingencies, &c....	119 34	68 5	755 56	1,467 13	1,447 97	1,561 83	1,688 58	1,810 94	2,139 18
	433 85	2,568 90	6,964 96	9,637 2	12,401 61	15,641 39	19,434 56	22,101 42	24,369 83
Annual Receipts over Expenditure	32033 55	67897 53	88,512 61	90,880 33	102,733 8	111,225 70	119,339 47	132,766 73	149,128 21
Balance to credit of the Fund at the end of the year ...	32033 55	99931 8	188443 69	279324 2	382,057 10	493,282 80	612,622 27	745,389 0	894,517 21
Contributors.									
Number of Contributors ...	1,075	1,144	1,545	1,606	1,925	2,195	2,365	2,403	2,471
Number of Pensioners ...	—	16	30	50	64	86	102	127	155

Receipts.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Abatements from Salaries ...	135,537 6	150,813 25	174,674 90	177,873 39	184,378 83	193,228 18	201,950 41	209,305 66	209,193 50
Interest ...	56,973 62	67,780 29	78,397 44	90,887 86	104,432 12	118,962 72	133,604 1	149,757 97	164,591 58
Fines ...	5 0	253 0	109 0	26 0	1 0	15 0	2 0	—	—
Refunds ...	1,188 27	1,674 91	1,698 45	2,916 9	2,664 91	9,265 6	5,485 17	3,340 54	4,943 36
	193,703 95	220,521 45	254,889 79	271,703 34	291,476 86	321,470 96	341,041 59	362,404 17	378,728 44
Expenditure.									
Pensions paid ...	28,398 88	34,396 65	42,470 21	40,943 80	44,311 82	62,298 85	58,172 13	75,702 85	84,371 43
Refunds ...	494 74	3,752 89	2,312 32	1,442 29	3,136 44	10,048 31	5,858 75	12,972 21	3,705 43
Office Salaries, Contingencies, &c. ...	2,296 42	3,329 72	3,547 99	4,380 54	4,195 80	4,188 49	4,751 26	*6,626 94	†14,246 25
	31,190 4	41,479 26	48,330 52	46,766 63	51,644 6	76,535 65	68,782 14	95,302 0	102,323 11
Annual Receipts over Expenditure	162,513 91	179,042 19	206,549 27	224,936 71	239,832 80	244,935 31	272,259 45	267,102 17	276,405 33
Balance to credit of the Fund at the end of the year...	1057031 12	1236073 31	1442622 58	1667559 29	1907392 9	2152327 40	2424586 85	2,691,689 2	2,968,094 35
Contributors.									
Number of Contributors ...	2,594	3,078	3,498	3,548	3,675	3,916	4,039	4,117	4,257
Number of Pensioners ...	172	212	252	289	323	369	417	454	493

* Includes a sum of Rs. 2,258·82 paid to Actuaries.

† Includes a sum of Rs. 9,612·84 paid to Actuaries.

IX.—1902.

DISTRICT COURT OF COLOMBO.

RETURN to an Order of the LEGISLATIVE COUNCIL OF CEYLON, dated December 12, 1901, for—

A Return showing—

(1) The Number of Cases instituted in the District Court of Colombo during the Year 1901, classified under the following heads:—(*a*) Partition Cases; (*b*) Land Cases; (*c*) Crown Cases; (*d*) Money Cases; (*e*) Matrimonial Cases; (*f*) Insolvency Cases; (*g*) Testamentary Cases; (*h*) Other Cases, if any, not included in the above.

(2) The Number of Cases instituted and decided in 1901.

(3) The Number of Cases instituted, but not yet decided, in each Year from 1886 to 1899, inclusive.

(4) The Number of Cases actually taken upon the first day fixed for trial in the Years 1900 and 1901.

(5) The Number of Days in 1901 when there were two District Judges sitting for regular District Court work.

(The Hon. Mr. Giles F. Walker.)

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

DISTRICT COURT OF COLOMBO.

RETURN of Cases instituted, decided, and pending, &c., in the District Court of Colombo.

1.—Number of Cases instituted in the District Court of Colombo during the Year 1901, classified under the following heads.

Cases.		Cases.	
(*a*) Partition	58	(*f*) Insolvency	37
(*b*) Land	87	(*g*) Testamentary	181
(*c*) Crown	4	(*h*) Other Cases, if any, not included in the above	189
(*d*) Money	1,638		
(*e*) Matrimonial	23		

2.—Number of Cases instituted and decided in 1901.

Number instituted	1,810
Number decided	1,155

3.—Number of Cases instituted, but not yet decided, in each Year from 1886 to 1899, inclusive.

Year.	No. Instituted.	No. Pending.	Year.	No. Instituted.	No. Pending.
1886 ...	1,848 ...	—	1893 ...	1,525 ...	—
1887 ...	1,883 ...	—	1894 ...	1,724 ...	—
1888 ...	1,972 ...	—	1895 ...	1,529 ...	1*
1889 ...	2,121 ...	—	1896 ...	1,182 ...	—
1890 ...	1,637 ...	—	1897 ...	1,365 ...	1†
1891 ...	1,388 ...	—	1898 ...	1,233 ...	—
1892 ...	1,521 ...	—	1899 ...	1,231 ...	4‡

* C 7,260 : This case went in appeal upon an order, and is now on the roll for the 9th April, 1902.

† C 10,428 : This case was decided on the 19th December, 1898, but the Supreme Court in appeal set aside the decree and remitted the case for further hearing, but no steps have been taken by the parties interested.

‡ C 12,612 : This was decided on the 15th November, 1899. The Supreme Court set aside the decree and remitted the case to be further proceeded with.

C 13,167 : Case for trial on the 23rd May, 1902.

C 13,059 : Case for *ex parte* trial on the 18th April, 1902.

C 13,061 : Case for trial on the 28th April, 1902.

4.—Number of Cases actually taken upon the First Day fixed for Trial in the Years 1900 and 1901.

1900	330
1901	430

5.—Number of Days in 1901 when there were two District Judges sitting for regular District Court Work.

74 days.

District Court,
Colombo, March 27, 1902.

D. F. BROWNE,
District Judge.

X.—1902.

ESTATE ROADS BILL.

REPORT of a SUB-COMMITTEE of the LEGISLATIVE COUNCIL appointed to report upon the Bill intituled "An Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads."

Ordered by the Legislative Council to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

EXTRACT from the Minutes of the Legislative Council dated February 19, 1902.

Resolved,—That the following gentlemen be appointed a Sub-Committee to report upon the Bill intituled "An Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads":—

The Hon. Mr. C. P. LAYARD, Attorney-General.
The Hon. Mr. H. WACE, Government Agent, Central Province.
The Hon. Mr. F. A. COOPER, C.M.G., Director of Public Works.
The Hon. Mr. J. N. CAMPBELL,
The Hon. Mr. GILES F. WALKER,
The Hon. Mr. F. C. LOOS,
} Unofficial Members.

ESTATE ROADS BILL.

THE Sub-Committee appointed to report on the draft of an Ordinance relating to the Construction, Upkeep, and Repair of Estate Roads recommends the adoption of the draft, subject to the amendments suggested in the margin thereof.

C. P. LAYARD.
H. WACE.
F. A. COOPER.
J. N. CAMPBELL.
GILES F. WALKER.

Legislative Council Chamber
Colombo, April 23, 1902.

XI.—1902.

THE IRRIGATION FUND.

STATEMENT

OF THE

SUMS APPORTIONED TO EACH PROVINCE

FOR

EXPENDITURE IN 1902.

Ordered by His Excellency the Lieutenant-Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 5 cents.

1902.

THE IRRIGATION FUND.

STATEMENT (under Section 8 of Ordinance No. 23 of 1889) of the Sums apportioned during the Year 1902 from the Irrigation Fund to each Province for the Construction, Repair, and Improvement of Irrigation Works therein, and for all necessary Expenses incidental to the carrying out of the Ordinance.

Province.	Surveys Vote, 1902 : Rs. 15,000.	Salaries and Allowances Vote, 1902 : Rs. 48,408.	Maintenance Vote, 1902 : Rs. 80,000.	Irrigation Fund Proper, *i.e.*, exclusive of Votes in Estimates under Ordinance No. 6 of 1892 : Rs. 900,000.	Total.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Western	No apportionment made for Surveys for 1902.	—	431 0	250 0	681 0
Central		2,160 0	2,390 0	10,683 0	15,233 0
Northern		5,496 0	6,500 0	200,750 0	212,746 0
Southern		5,460 0	18,593 0	73,330 0	97,383 0
Eastern		8,700 0	14,498 0	255,713 0	278,911 0
North-Western		5,832 0	11,188 0	69,448 0	86,468 0
North-Central		8,970 0	22,575 0	216,665 0	248,210 0
Uva		1,490 0	2,808 0	12,130 0	16,428 0
Sabaragamuwa		360 0	3,655 0	1,931 0	5,946 0
Miscellaneous		15,220 0*	—	40,059 0§	55,279 0
Total ..	—	53,688 0†	82,638 0‡	880,959 0	1,017,285 0

* Provides for the house allowance of the Director of Irrigation, commuted allowance of four Irrigation Surveyors, seven Assistant Surveyors, one Assistant Engineer.

† The excess will be met by a supplementary vote.

‡ The balance Rs. 2,638 will be met from the Irrigation Fund.

§ For urgent minor works and for the purchase of instruments, &c.

Irrigation Department,
Colombo, April 17, 1902.

H. T. S. WARD,
Director of Irrigation.

XII.—1902.

REPORTS

ON

THE PEARL FISHERIES OF CEYLON.

PRELIMINARY REPORT by Professor W. A. HERDMAN, D.Sc., F.R.S.,
Professor of Natural History of University College, Liverpool.

LETTER from Sir W. C. TWYNAM, K.C.M.G.

REPORT on the Inspection of Pearl Banks in 1902, by Capt. J. DONNAN, C.M.G.

Ordered by His Excellency the Lieut.-Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price 15 cents.

1902.

THE PEARL FISHERIES OF CEYLON.

No. 1.

Mr. W. A. HERDMAN, D.Sc., F.R.S., to His Excellency the LIEUTENANT-GOVERNOR of Ceylon.

July 1, 1902.

SIR,—I ARRIVED in Ceylon with Mr. James Hornell on 20th January, 1902, and left on 7th April. Mr. Hornell remains in the Island for a year longer in order to carry out the experiments I have arranged and complete our work. We shall then, in consultation, draw up our final and detailed report; but I think it well to submit to you a brief account of our observations and opinions even at this early stage.

The investigations which I was able to make during the seventy-eight days spent in Ceylon deal with the following somewhat independent matters :—

(1) The inspection of the pearl oyster banks.
(2) The investigation of the conditions under which the pearl oyster lives in the Gulf of Mannar.
(3) The investigation of the marine zoology of other parts of the sea around Ceylon, especially in the interests of trawling and other fishing industries.
(4) The selection of the best locality for a marine laboratory.

These are all dealt with briefly in the paragraphs that follow. Fuller reports upon all will be given when our material has been worked up.

I wish to record here my entire satisfaction with the work done by Mr. Hornell. He assisted me throughout in a most able and indefatigable manner, and I felt assured on leaving Ceylon that he was entirely competent to carry on this work and any other marine biological work of a similar nature on his own responsibility in the future. It would have been quite impossible for me to have got through the work I did in the limited time had it not been for Mr. Hornell's skilled assistance.

It is a pleasure also to record my indebtedness to Captain J. Donnan, C.M.G., the retiring Master Attendant at Colombo, and to Mr. Legge, his successor, who, during the time that I spent with them on the pearl oyster banks, spared no trouble in trying to let me see as thoroughly and satisfactorily as possible the various banks and beds, the different kinds and ages of oysters, and the conditions under which these and their enemies exist.

My arrival in Ceylon was so timed as to leave a few weeks free before the period in February at which Captain Donnan had previously intimated that he would be able to commence his annual inspection of the banks. This interval I had thought desirable, if not essential, in order that I might make myself acquainted with the biological conditions in the Gulf of Mannar, and with any special features in which that region differs from the other seas around Ceylon. For the purpose of this preliminary biological survey the ss. "Lady Havelock" was placed at my disposal, in the first instance, for a period not to exceed three weeks. We joined the ship* for this cruise on the evening of Thursday, 30th January, and arrived back in Colombo on the evening of Wednesday, 19th February, having used the steamer for twenty days.

The few days' interval between our arrival in Colombo and the date when the steamer was available for the first cruise was spent by Mr. Hornell in unpacking our apparatus and stores, and by myself in seeing every one I could hear of on the Island who had worked or written on the pearl oyster, or was supposed to have information or opinions on the subject. I was fortunate in being able to meet and discuss the subject with the following, amongst others :—Dr. A. J. Chalmers of Colombo, Mr. J. C. Willis of Peradeniya, the late Mr. Oliver Collett of Roselle, Dr. Fritz and Dr. Paul Sarasin (who had worked at the zoology of Trincomalee harbour, where the pearl oysters were said to have been established by Dr. Kelaart nearly fifty years ago), and Professor Alexander Agassiz, who had recently been investigating the sea to the south and west of the Gulf of Mannar. Later on I met Sir William Twynam, who has had a long-extended experience of the fisheries, and for weeks on the banks I had the advantage of constant association with Captain Donnan, whose knowledge of the topography and condition of the oyster beds is unrivalled.

In the first cruise of the "Lady Havelock" (31st January to 19th February) my objects were :—

(1) To investigate the general biology of the seas around Ceylon, and especially of those places were pearl oysters were said to exist.
(2) To examine more carefully any localities that seemed to be likely spots for pearl oyster banks.
(3) To investigate the fauna, the bottom deposits, and the characters of the water in the Gulf of Mannar for comparison with the conditions at Trincomalee, Galle, and other parts of the coast.
(4) To make experimental hauls of the fish and the "shrimp" trawl round the coast so as to obtain information as to the prospects of fish-trawling as an industry in Ceylon waters.
(5) To look into any other departments of marine biology which might be prosecuted as useful industries.

* I ought to state that on the whole the "Lady Havelock" proved a very suitable vessel for the purpose, and I desire to record also my sincere thanks to Captain Campbell and the officers and others on board for the pains they took to carry out my wishes.

On leaving Colombo on 31st January we went northwards first towards the Gulf of Mannar, and started dredging and trawling off Negombo, where a new bed of young pearl oysters was discovered, and then off Chilaw, where there are several well-known banks. A description of each day's work is unnecessary in this preliminary report, but I may note here that during this and the following cruise of the "Lady Havelock" a large number of hauls of the dredge and trawl, amounting to over 250 in all, were made, and nearly all of these were successful. The localities, conditions, and results of every haul were carefully entered each day in our journal, and these notes when fully worked up, compared, and analyzed will afford an important body of information in regard to the marine zoology of the Ceylon seas. I propose to give all this information in full detail in my final report.

During this first cruise we were able to make ourselves acquainted with the conditions under which the pearl oysters live on the chief banks, such as the East and West Cheval Paars, the Periya Paar, Muttuvaratu Paar, &c., and we also took some series of dredgings across the intervening spaces between the banks, and especially close around the banks, in order to ascertain clearly what conditions determine an oyster "Paar."

We also made a careful examination of the ground in several places outside the oyster banks, to the westward, on the chance of finding beds of adult oysters, from which possibly the spat deposited on the known banks might be derived. No such beds outside the known "Paars" were found either on this or the following cruise.

The water in the Gulf of Mannar generally was found to be of medium density, the specific gravity averaging about 1·023 for a temperature of 80° F. The bottom deposit is mainly a coarse sand, with occasional hard ridges and patches usually formed of coral and nullipores. The sand, however, differs much in its nature, composition, and origin in the different places; and the harder bottoms can be divided into at least two classes, the one of which is evidently suitable for oyster growth, while the other is not. The characters of all these deposits will be fully detailed in our final report.

The water outside the pearl oyster banks deepens rapidly. About a mile to the west of the Periya Paar (mostly 8 to 10 fathoms) a depth of 20 fathoms may be found. Five miles to the west there is a sounding of 134 fathoms; and out in the centre of the southern part of the Gulf of Mannar, to the west of the pearl oyster banks off Chilaw, depths of between one and two thousand fathoms are reached. The bottom deposits in these great depths are Globigerina ooze and "green mud," which are entirely different in nature and origin from the terrigenous sand round about the pearl oyster banks. The very steep slope from 10 or 20 fathoms down to about 100 fathoms or more, all along this coast, seems in most places to have a hard bottom covered with Alcyonaria, sponges, deep-sea corals, and other large encrusting and dendritic organisms. Neither on this slope nor in the deep water beyond the cliff did we find any ground suitable for oysters to live upon.

Although we found young oysters in many localities, and the microscopic spat or youngest attached stage of the oyster in several, we came upon no marked accumulation of old breeding oysters which could be regarded as the parent stock from which the successive younger broods were derived. And as in all we spent about six weeks in examining the locality, and took over 160 hauls of the dredge and trawl in the Gulf of Mannar, in addition to many divings, and examined with care all likely spots that occurred to us without result, we are inclined to think that there is no such assemblage of old oysters outside the banks as has by some been supposed to exist. During this cruise the largest oysters we found upon the banks were about 9 cm. in greatest length, and were probably three years or a little over three years old; but 7 to 8 cm. (about three inches) was a commoner size. There were very large numbers of these found in several localities, and the animals seemed to be in a thoroughly healthy condition. Samples of all the oysters obtained by us were examined for parasites and for any diseases or abnormal conditions, and although a considerable number of minute parasites, both Protozoon and Vermean, were found, still that is by no means unusual amongst molluscs, and we do not consider that we saw anything which gave evidence of any epidemic disease or widespread and injurious provalence of parasites.

In some localities, such as the Cheval bank, off Aripu, we were struck by the great abundance and the healthy condition of the larger oysters, which ought to be full-grown and ready for fishing in another year or two.

In addition to these larger oysters, we also found at many localities numbers of much smaller oysters, evidently in their first year, measuring from 1·5 to 3 cm. in length, and of different ages, between three and nine months. The majority of these were probably about four or five months old, and are therefore oysters which were set free and then deposited as spat some time last autumn, up to about October, 1901. The total number of these young oysters on the ground is enormous. We estimated that there were probably over a hundred thousand million (100,000,000,000) of them (of rather small size) on the Periya Paar alone. It was obvious to us, however, that these young oysters cannot be expected to attain maturity in their present position. They are too closely crowded. There is not enough food for them on and above the ground. Unless they are transplanted to a more favourable locality further inshore, the probability is that they will die off before becoming much larger. Fortunately there ought to be no great difficulty in the transplanting, even on a large scale. They seem at present in a healthy condition, although probably rather undersized for their age because of scarcity of food; they adhere together in clumps easily dredged up without tearing the byssus or adhering threads, and there is apparently suitable unoccupied ground where they could be planted out on and about the Cheval Paar a few miles inshore.

These observations made on the first cruise in February were confirmed and extended by our work on the second cruise in March, and when taking part with Captain Donnan in his inspection of the banks.

On leaving the Gulf of Mannar we passed through the Paumben Strait and trawled in Palk Bay. We found that wide shallow area to have an even soft bottom very suitable for fish trawling, and it is apparently inhabited by an abundant and valuable flat fish fauna.

The next locality that we desired to investigate was Trincomalee, to which our attention had been directed both by the work of Dr. Kelaart in 1856–59, and by certain letters in the Ceylon newspapers, especially one from Mr. J. B. Colomb at Trincomalee, stating that he had found true pearl oysters between tide-marks in the inner bay, and that some of these oysters had contained pearls.

It is known that Dr. Kelaart nearly fifty years ago either found or introduced (probably both) pearl oysters at Trincomalee, and that he had them under observation at some half dozen localities,

of which several were inside the inner bay or harbour and two or three outside. At Trincomalee we saw Mr. Colomb and made inquiries from all those we could hear of as having any knowledge or records of the occurrence of pearl oysters. Then we spent four days in dredging and otherwise examining the various bays and creeks in the harbour from the ship's boats and native canoes. We found plenty of pearl oysters at low tide mark or in shallow water near York Island, but although we took six successful hauls of the dredge outside the harbour, off the Sami Rock, in exactly the locality and at the depths mentioned by Mr. Colomb (who was with us in the boat) and by the native fishermen, we were unable to obtain any oysters, and did not even find any dead valves or fragments. In fact the bottom in that locality did not seem to us at all suitable for oysters.

It is evident, however, that the pearl oyster does occur at Trincomalee, and can live and grow in shallow water in the inner harbour. It is also plain from our observations that there is nothing in the physical characters of the sea water at Trincomalee sufficiently different from that of the Gulf of Mannar to lead one to believe that the oysters would not grow large and produce pearls here just as they do on the west coast. And, finally, from the specimens we were shown there is no doubt that the oysters of Trincomalee harbour do, at least occasionally, produce good pearls. It is perhaps well to state that in all the above remarks we refer to the true pearl oyster (*Avicula fucata*, Gould =*Margaritifera vulgaris*, Schumacher), such as is found on the "Paars" in the Gulf of Mannar, and not to the "window" oyster (*Placina placenta*), which was formerly fished in Tamblegam lake to the south of Trincomalee. We spent a day investigating that land-locked bay from the ship's boat, and are inclined to think that the industry might be revived, and that pearl oysters might also be introduced into Tamblegam with advantage.

In regard to the general suitability of Trincomalee harbour for pearl oyster cultivation on a large scale, and as the site of a Marine Biological Laboratory, our opinion is on the whole unfavourable. Trincomalee possesses certain obvious advantages for continuous biological work, such as shelter from both monsoons, and a great range in depth within a limited area, all parts of which are easily accessible. But a very large proportion of the bottom of the various creeks is occupied by soft mud, and we are inclined to think from the evidence before us that at certain seasons a good deal of fresh water enters the harbour from the land and washes so much fine clay into the sea as to render most parts of the area unsuitable for the necessary work. However, it must be remembered that we have as yet only investigated the locality at one time of year, and that we shall have fuller information as to these and other points at other seasons before drawing up the final report.

After leaving Trincomalee we went to the south end of the Island to examine Beligam Bay and Galle from both points of view—pearl oyster cultivation and fish-trawling.

Beligam was found to be quite unsuitable for laying down pearl oysters. It is entirely open and exposed to the south-west monsoon, and the bottom is sand, with, so far as our observations went, no hard ground suitable for the attachment of oysters.

Galle, on the other hand, seemed to us, after a careful investigation lasting over five days, to be without doubt the most suitable point on the coast of Ceylon for the establishment of a Marine Laboratory and the prosecution of observations and experiments on living oysters. Galle has a fringing coral reef round its western shore, inside which is in places a shallow lagoon with a hard bottom, formed partly of living animals and partly of dead coral fragments making a deposit very like that on some of the "Paars" at Mannar. At the opposite or south-eastern part of the bay, inside Watering Point, there is also some hard ground formed in part of coral, and at this spot we actually found the pearl oyster living.

Later on the practicability and the possible advantages of working a Marine Laboratory at Mount Lavinia, at Colombo (Galle Face), Mutwal, Mannar, Arippu, and other places on the north-western coast were carefully considered, but our opinion is that Galle has natural advantages which render it the best site on the coast of Ceylon.

We also took some hauls of the trawl round the southern end of the Island, and found good fish-trawling ground between Callehogalle bank and Watering Point, where at a depth of 20 to 30 fathoms we obtained in one haul of the net over 1,500 fish, many of them small, but mostly edible.

This first cruise concluded with a few days' work up the south-western coast from Galle to Colombo, which showed us, off Panadure, some hard ground made up largely of nullipores, which might possibly be worth planting with young pearl oysters from the Gulf of Mannar.

On returning to Colombo for the purpose of joining Captain Donnan in his inspection of the pearl oyster banks, I saw for the first time the native barque "Rangasameeporawee" and the steam launch "Serendib," and on examining them critically it was obvious, both to myself and to the ship's officers who were with me, that neither vessel would be able, without considerabe changes, which could not be effected in time, to carry on the work which I still had to do. On pointing this out to Captain Donnan he agreed with me, and when we waited upon the Lieutenant-Governor and represented the matter to him, he promptly authorized us to arrange for the engagement of the "Lady Havelock" for a further period of three or four weeks, as might be necessary, from 24th February. Thus it resulted that the "Lady Havelock" accompanied the two native barques "Rangasameeporawee" and "Sultan Secandra" and the ss. "Serendib" to the Gulf of Mannar, where, in addition to carrying on my special work, she was on occasions of service in towing Captain Donnan's barque and so saving some valuable time. This second cruise of the "Lady Havelock" lasted from 24th February to 20th March, inclusive, three weeks and four days. During the greater part of that time our steamer kept near to Captain Donnan's barque, and we accompanied him in his inspection of the banks. Not only had we thus the full advantage of the various vessels and their crews by means of which to obtain information, but Mr. Hornell and I were also able to talk over the work daily with Captain Donnan and Mr. Legge. Later on we were joined by Sir William Twynam from Jaffna. That gave a unique opportunity of hearing from these two veteran inspectors and investigators about the former condition of the various banks and of the past history of the pearl fisheries.

During this cruise the early morning and forenoon were usually occupied in following the operations of the divers, and in examining and recording the material brought up from different parts of the various "Paars." About midday, when the divers ceased work, we started off in the "Lady Havelock" to dredge the neighbouring grounds between the oyster banks, or on parts of the Paar in regard to which we wanted further information. In this way, beginning in the north of the

district of Arippu, we examined the large and important East and West Cheval banks and the Periya Paar and several smaller banks lying some to the north and some to the south.

We also, when in that neighbourhood, landed at various parts of the coast in the endeavour to find a suitable spot for a small Marine Laboratory, from which oyster culture and experiments could be conducted. We tried Mannar, Arippu, Chilavaturai, Kodramallai, and later on the shores of Portugal and Dutch Bays, but without success. We could find no spot on the shores of the Gulf of Mannar that seemed suitable for the purpose, and none certainly with the natural advantages of Galle.

On several occasions we, in the "Lady Havelock," left Capt. Donnan and the barques for a couple of days in order to run lines of dredgings across some of the deeper or more remote parts of the region, especially to the north and west.

We then moved south to the Paars off Kodramallai Point, and left Captain Donnan on 19th March, as it was desirable that Mr. Hornell and I should now proceed to Galle to make the necessary arrangements as to establishing a laboratory there. On the way south we examined again the beds off Chilaw and off Negombo, and arrived at Colombo on the evening of Thursday, 20th March.

The general result of this second cruise, and of the inspection of the banks with Captain Donnan, was to confirm our former work and show that there is really an abundance of oysters on the banks, although probably the greater number are upon ground where they cannot grow to maturity. We were able to demonstrate these points and others, such as the microscopic food and eggs of the oysters, to our companions Sir W. Twynam, Captain Donnan, and Mr. Legge, and to discuss them fully and exchange views. All these served to reinforce and establish our former opinion that the chief remedial measure which ought to be adopted in the interests of the fisheries is the regular transplantation of young oysters from grounds such as the Periya Paar, where they are deposited as spat, but where, if left, they seem to be doomed for the most part to perish, to suitable hard bottoms about the Chevals and the Paars further south.

A number of experiments* that we made in our wooden tanks on board both the barque and the "Lady Havelock," and also in the sea water baths of the steamer, showed us that there ought to be no great difficulty in carrying out the transplantation without any serious mortality of oysters.

There are some points which are evidently of considerable practical importance to determine in connection with the matter, such as the best size of oyster to transplant, and the right season of the year (October or March) for the operation. Also whether only young oysters that are attached to movable objects can be used, or whether byssus that has been cut or torn can be replaced without weakening the animal. Upon these and several allied questions Mr. Hornell will continue to experiment, and will report progress to me from time to time.

It was now necessary to make definite arrangements about Mr. Hornell's laboratory, and Galle having been decided on as the most suitable spot, and preliminaries having been arranged with the Lieutenant-Governor by correspondence, it seemed desirable that I should see for myself the various quarters that had been proposed, and advise Mr. Hornell as to any necessary alterations and fittings. We took with us some samples of living oysters, both large (three years old) and small (6 months), which were conveyed safely in large "chatties" of sea water by steamer and train from Mannar to Galle, a journey occupying with our necessary stoppages four complete days. We were, however, able to deposit most of these oysters in a living condition in the sea at Galle on the evening of 22nd March. They soon recovered activity, and were found next day climbing about the chatties and netting in which they were confined.

The next three days were spent at Galle in examining offices and bungalows in the Fort, in the native bazaar, and near Bayley's Villa on Glossenberg. In the end certain conclusions were arrived at, which have already been reported to the Lieutenant-Governor, and have I believe been acted upon, the result being that Mr. Hornell is now established in Galle, carrying on the work which I left in his hands. I shall hear from him at frequent intervals, and shall send him fresh instructions from time to time as may be necessary. The results of Mr. Hornell's work will be given in our next report.

After having settled matters at Galle so far as was then possible, Mr. Hornell and I returned to Colombo and then took coach to Chilaw, and from there by boat we reached the more southerly pearl banks off Karaitivu, where we rejoined Captain Donnan on the barque. Mr. Hornell remained till the end of the inspection, and I was there from 28th March till 4th April, when I had to return to Colombo in the "Serendib" in order to leave for England on the 7th.

During that final week on the pearl banks I took part in Captain Donnan's inspection of the banks off Dutch Bay, and also carried on experimental laboratory work with Mr. Hornell. I also took the opportunity of talking over the practical details of the transplantation of young oysters with Mr. Legge, and I am convinced that he and Mr. Hornell, or Mr. Hornell acting for Mr. Legge in the matter, would have no difficulty in laying out some millions of young oysters from the Periyar Paar upon the Cheval Paars, or other suitable ground, at the next visit to the banks.

There are many detailed points bearing upon the life and health of the pearl oyster and upon the ravages made by its enemies, which I have not mentioned in this preliminary report, but which will be dealt with in full in the final report. I have also thought it well to defer, until our specimens are fully worked up, my remarks upon the marine biology in general and upon the trawl fisheries and other marine industries upon which biology has a bearing.

The leading points in the conclusions I have come to in regard to the pearl oysters of the Gulf of Mannar may be summarized as follows:—

(1) The oysters we met with seemed on the whole to be very healthy.
(2) There is no evidence of any epidemic or of much disease of any kind.
(3) A considerable number of parasites, both external and internal, both Protozoon and Vermean, were met with, but that is not unusual in molluscs, and we do not regard it as affecting seriously the oyster population.
(4) Many of the larger oysters were reproducing actively.
(5) We found large quantities of minute "spat" in several places.
(6) We also found enormous quantities of young oysters a few months old on many of the Paars. On the Periya Paar the number of these probably amounts to over a hundred thousand million.

* The particulars of these and other experiments will be given in our final report.

(7) A very large number of these young oysters never arrive at maturity. There are several causes for this :—

(8) They have many natural enemies, some of which we have determined.

(9) Some are smothered in sand.

(10) Some grounds are much more suitable than others for feeding the young oysters, and so conducing to life and growth.

(11) Probably the majority are killed by overcrowding.

(12) They should therefore be thinned out and transplanted.

(13) This can be easily and speedily done, on a large scale, by dredging from a steamer, at the proper time of year, when the young oysters are at the best age for transplanting.

(14) Finally, there is no reason for any despondency in regard to the future of the pearl oyster fisheries, if they are treated scientifically. The adult oysters are plentiful on some of the Paars and seem for the most part healthy and vigorous; while young oysters in their first year, and masses of minute spat just deposited, are very abundant in many places.

To the biologist two dangers are, however, evident, and, paradoxical as it may seem, these are *overcrowding and overfishing*. But the superabundance and the risk of depletion are at the opposite ends of the life-cycle, and therefore both are possible at once on the same ground,—and either is sufficient to cause locally and temporarily a failure of the pearl oyster fishery. What is required to obviate these two dangers ahead and ensure more constancy in the fisheries is careful supervision of the banks by some one who has had sufficient biological training to understand the life-problems of the animal, and who will therefore know when to carry out simple measures of farming, such as thinning and transplanting, and when to advise as to the regulation of the fisheries.

I have, &c.,
W. A. HERDMAN.

No. 2.

Sir W. C. TWYNAM, K.C.M.G., to Hon. Mr. R. W. IEVERS, C.M.G.

Alfred Villa,
Jaffna, June 30, 1902.

DEAR MR. IEVERS,—YOUR letter regarding the pearl oysters on the Cheval bank. Captain Donnan has, I presume, told you all that can be said at present regarding them in his report of the last inspection. The oldest oysters on the bank were about 3½ years old. They ranged from 2, 3, to 3½ in March last. I was with Captain Donnan when he picked up the samples for Professor Herdman in October last. I joined him in March last only after the inspection of the Cheval and Moderagam had been made, and therefore the only opinion I can form of them is from what Captain Donnan told me and from the samples he had on board. Of course there was nothing like an inspection of the banks in October, Captain Donnan having only gone to them to pick up samples from sections of the banks for Professor Herdman. We were on the banks only three working days, and anchored on five different spots some distance from each other, viz. :—

Four on Cheval bank: southern part of East Cheval; centre West Cheval; north of West Cheval; north of East Cheval.
One on Moderagam bank, viz., centre of North Moderagam.

From all the patches we anchored on the diver brought up oysters from eighteen months to three years old lying, according to his report, thick on the banks. He brought up 20, 40, 80 at a dive, and in two dives on the North-West Cheval he brought up 100.

Except at our anchorage on the north of East Cheval, the diver reported the ground and the old oysters thickly covered with young oysters from minute spat to four months old. They were lying, according to his report, in myriads on the bank. Numbers of them were brought up adhering thickly to the old oysters. On one oyster there were as many as 65.

The old oysters (those from eighteen months to three years) looked healthy, and we judged that if they or the greater part remained on the bank and came to maturity they would afford good fisheries for perhaps three seasons (certainly for two) from the Cheval alone. There was one matter, however, that we believed had to be considered, and that was "What effect would so large a number of young oysters lying so thick on the old oysters have on the old oysters, if they (the young oysters) remained on the bank? Would they have the effect of smothering the old ones out?"

We had never seen young oysters so thick on the bank before.

Captain Donnan informed me that the older oysters were looking well in March, and a large number of young oysters were still on the bank.

At the close of the inspection it was estimated that there were oysters sufficient on the Cheval, Moderagam, and the Muttuvaratu banks to afford good fisheries for at least five years in succession.

Captain Donnan had some of the oysters picked up from the Cheval opened on board the ship; the pearls found were small and few in number, showing that the oysters were immature. The pearls were given to Professor Herdman to experiment on. Of course the opening of a few oysters in this way does not afford anything like sufficient information on which to judge of the condition of the oysters on a large bank.

The fact is, you are now very much in the position in which Mr. Vane found himself in 1862, and in which Captain Donnan and I were in 1880 and 1881, and Captain Donnan in regard to the Muttuvaratu bank in 1889. In 1862, at the inspection of March, Mr. Vane found the Cheval and

Moderagam banks thickly covered with oysters nearly of the same age. He estimated that there were oysters sufficient to afford fisheries for five years beginning with 1863. It was suggested to him to fish in 1862. He considered the oysters too young, and decided not to fish. In 1863 they were dying off. What were to have been fished in 1864 were destroyed, and all the oysters on the Moderagam were cleared off, so that there was after all only one fishery, that of 1863, instead of four or five in succession.

In November, 1879, the Cheval bank was thickly stocked with oysters of the same age. The oysters were immature. They required another year. The valuation of the sample was low, only Rs. 9 per 1,000. The sample of February, 1880, was only valued at Rs. 12 the 1,000. Captain Donnan wrote to me asking my opinion in regard to a fishery in 1880. I replied that the oysters were too young. He agreed, but pointed out that with the number on the bank it would be impossible to fish all in 1881, and the balance would not probably hold out till 1882, and advised a fishery in 1880. I agreed, and a fishery was held in 1880, and it was a good thing for Government that it was.

In 1889 Captain Donnan recommended a fishery off the Muttuvaratu bank, though the oysters were young, as they were dying out. This bank, however, as I have before remarked, completely upset all our calculations, and it yielded three lucrative fisheries in 1889, 1890, and 1891.

Captain Donnan and I talked over the matter of a fishery in 1903 (next year). We believed the oysters to be too young, and that they should under ordinary circumstances be allowed to remain another year (till 1904), when they would be 4 and 4½, 5 and 5½ years old, close on their prime. We thought, however, in reference to the enormous number of oysters upon the bank of nearly the same age, and the impossibility of fishing them up in time, if they or the bulk of them remained on the bank if fishing were postponed until 1904, that it would be advisable to have a fishery in 1903, provided that the valuation of a fair sample lifted in October or November justified the advertising of a fishery.

An inspection of the banks should be made at any cost in October or November and the state of the banks ascertained. A large and fair sample of the oysters should be lifted, washed, and valued. If the condition of the banks is found to be such as to still hold out prospects of three or more large fisheries in succession, and the sample be valued at Rs. 10 or even as low as Rs. 7·50 the thousand, I would be inclined to recommend a fishery in 1903 in order to gather in as much as possible. Oysters which would yield a sample valued at Rs. 7·50 a thousand in November would very probably yield a sample likely to be valued at Rs. 10 or 12 the thousand in the following March.

Whether a fishery should take place or not in March, 1903, must depend on the result of an inspection in October or November next, and on the valuation of the sample lifted then.

Yours very truly,

W. C. TWYNAM.

P.S.—The Inspector should be instructed to carefully examine the oysters brought up in October and November, and ascertain from the reports of the divers and coxswains if the oysters are showing any signs of dying out. He should also carefully note the proportion of dead shells to living oysters.

W. C. TWYNAM.

No. 3.

The MASTER ATTENDANT to the Hon. the COLONIAL SECRETARY.

No. 38. Master Attendant's Office,
Colombo, April 10, 1902.

SIR,—I HAVE the honour to report my return to Colombo on the 9th instant from the pearl banks, where I have been employed since the 26th February, during which time I have inspected the following pearl banks :—

2. *Off Arippu and Mannar.*—Cheval Paar, Moderagam Paars North and South, Kallatidel Paar, Kondatchi Paar, Jaggerboom Paar, Arippu Paar, Periya Paar, Periya Paar Karrai, Outer Vankali Paar, Inner Vankali Paar, Anaivilundan Paar, and Nadakkuda Paar.

3. *Off Karaitivu and Kalpitiya.*—Dutch Moderagam, Karaitivu Paar, Alantura Paar, Steuart's Paar, Hamilton's Paar, Muttuvaratu Paar, Moodilicoolie Paar, Talavilly Paars, and Navakadua Paar.

4. *Off Chilaw.*—Jokenpiddi Paar, Karukupany Paar, and Chilaw Paar.

5. *Off Marawila.*—Ooloowitti Paar.

6. *Off Negombo.*—Negombo Paar and a new rocky bank discovered last year.

7. Pearl oysters were found only on the following banks :—Cheval Paar, Moderagam Paars, Periya Paar Karrai, Periya Paar, Outer Vankali Paar, Kondatchi Paar, Dutch Moderagam Paar, Karaitivu Paar, Alantura Paar, Muttuvaratu Paar, Jokenpiddi Paar, Chilaw Paar, Ooloowitti Paar, Negombo Paar, and on the new rocky bank discovered last year.

8. On the east side of Cheval Paar three separate beds of oysters of about three years old were found, and also two beds of young oysters from three to six months old. The most northern bed of old oysters was found to be very small in area, and therefore of no importance; but the bed on the centre part of the bank and the bed on the south part of it were found to be in the aggregate about 11,804,676 square yards in area, containing oysters averaging from 19 to 27 oysters to a dive, and I estimated the number of oysters on the two beds to be about 74,413,000. One of the beds of young oysters was connected with the southern bed of old oysters on its west side, and extended about ¾ of a mile to the westward of it and covering space between the east and west sides of the Cheval, but the young oysters extended more or less all over the area of old oysters. The other bed of young oysters on east side of Cheval lies to the westward of the centre bed of old oysters, and extends some distance into the space between east and west sides of the Cheval. A few old oysters were also found amongst the young oysters.

9. On the west side of Cheval Paar five separate beds of old oysters of about three years old were found, but one of them is very small in area and therefore of no importance. The other four beds extended from the southern limit of West Cheval to the northern limit with comparatively small intervening spaces of no oysters. The area of the four beds of old oysters amounts in the aggregate to about 10,500,050 square yards, on which the oysters average from 27 to 40 at a dive, and I estimate the total number of oysters on them all to be about 123,357,000. On all of these four beds the old oysters were covered with young ones three to six months old.

10. The North Moderagam was found to be nearly all covered with young oysters of about three to six months old, and the South Moderagam had one small bed of oysters of a similar age with some old oysters of three years amongst them on the north-east quadrant and two very small beds of young oysters only on the south quadrant.

11. On the Periya Paar Karrai two beds of oysters of about three years old were found. The area of both beds was found to be about 1,232,250 square yards, over which the oysters average from 30 to 43 to a dive, and I have estimated the total number of oysters on both beds at about 21,477,000. A large proportion of these oysters are, I believe, likely to come to maturity.

12. On the southern portion of the Periya Paar, which was fished in 1879, there were three small patches of oysters from 2 to 2½ years old, but the whole of the portion of the bank as well as a large extent of ground adjoining it was found to be covered with young oysters two to three months old. Indeed, there is reason to believe that the whole extent of the Periya Paar is now covered with young oysters, as during a run made down the centre of it in the launch "Serendib" for a distance of 6 miles, frequently stopping and sending down divers, young oysters in great abundance were found at every dive.

13. On the Outer Vankalai Paar two small beds of oysters of about 2½ years old were found, one at the centre of the bank and one at the eastern margin, which latter is, however, of very small extent. The centre bed is of about 345,000 square yards in area, on which the oysters average 24 to a dive, and I estimated the number of oysters on it at 3,450,000. There is, however, a probability of none of these oysters being found on this bank next year, as they have largely diminished since last year.

14. On the Kondatchi Paar a small bed of oysters of about three years old was found. The area of the land was found to be about 444,375 square yards, on which the oysters averaged 31 to a dive, and I estimated the number of oysters on the bed at about 5,739,000, a large proportion of which, I believe, will remain on the bank and arrive at maturity.

15. On the Dutch Moderagam Paar a small bed of oysters from 2 to 2½ years old was found. The area of the bed is about 387,500 square yards, over which the oysters were estimated to yield 22 to a dive covering a space of 2½ square yards, and I estimate the number of oysters on the bed at about 3,552,000; but I am doubtful of any of these oysters being found next year.

16. On the Karaitivu Paar a considerable bed of oysters from eighteen months to two years old was found. The area of the bed was found to be about 1,570,850 square yards, over which area the oysters were estimated by the divers to average 43 to a dive, and I estimated the number of oysters on it at about 25,330,000, and I am confident of a large proportion of these oysters arriving at maturity.

17. On the Alantura Paar a small bed of oysters from eighteen months to two years old was found. The area of the bed is about 1,060,000 square yards, over which space the divers estimated that 30 oysters could be obtained to a dive on the average, and I estimate the total number of oysters on the bed to be about 11,925,000, of which a large proportion are likely to remain and arrive at maturity.

18. On the Muttuvaratu Paar a very large bank of oysters was found varying from about 1 to 2½ years old. The area of the bank in square yards is about 10,206,725. On the north portion of the bank, which is the largest, the oysters were estimated by the divers to be in sufficient numbers to yield 64 to a dive on the average, and on the south portion 52 oysters to a dive. I estimate the number of oysters now on this bank to be about 277 million. Since last year a large number of young oysters have come upon the bank, thus accounting for the estimated number on it being 99 million more than last year. This bank is at present in a very promising condition.

19. On the Chilaw Paar a bed of young oysters from six to nine months old was found. The area of the bed is about 1,120,000 square yards.

20. On the Ooloowitti Paar a small bed of young oysters from six to nine months old, and on the Negombo Paar also a small bed of young oysters from six to nine months old was found. On the new rocky bed which I discovered last year a few scattered patches of young oysters about six months old were found.

21. In regard to the prospects of future pearl fisheries the present condition of the Cheval and Muttuvaratu Paars is very favourable, and these two banks are likely to yield two fisheries each during the next four years. On the east side of the Cheval the oysters are more advanced than those on the west side, and although they will not be fully ripe for fishing in March next year, yet in view of the west side of the Cheval being likely to yield a large fishery in March, 1904, and the Muttuvaratu Paar a fishery in March, 1905 and 1906, the fishing of the East Cheval next year seems to be unavoidable. I would, however, recommend a sample of 20,000 oysters be lifted from it in the early part of next November, say, 10,000 from the south part of East Cheval and 10,000 from the north part, and the valuation of the pearls of that sample would determine whether it would be possible to fish the bank next year or not.

22. During this inspection I had the pleasure of the company of my successor Mr. Legge, who has made himself thoroughly acquainted with my method of inspecting the pearl banks and of the landmarks to which compass bearings are taken in finding the various banks.

23. I annex for facility of reference a tabulated statement of the pearl banks on which beds of oysters have been found, and of the area of the beds of oysters and the estimated number of oysters upon them.

I am, &c.,

J. DONNAN,
Inspector of Pearl Banks.

Tabular Statement showing the Names of the Banks on which Pearl Oysters were found during the Inspection of March, 1902, the Area of the Beds of Oysters, and the Number of Oysters estimated to be on them.

Name of Bank.	Area of Bed of Oysters in Square Yards.	Estimated Number of Oysters on the Bank.	Age of Oysters.	Remarks as to future Prospects.
Cheval Paar (east side)	11,804,676	74,413,000	3 years	Very good
Cheval Paar (west side)	10,500,050	123,357,592	3 years	Very good
Moderagam Paar (north and south)	—	—	—	Young oysters
Periya Paar Karrai	1,232,250	21,477,000	3 years	Very good
Periya Paar	Very large	—	—	Young oysters
Outer Vankali Paar	345,000	3,450,000	—	Not reliable
Karaitivu Paar	1,570,850	25,330,000	—	Very good
Kondatchi Paar	444,375	5,739,000	—	Very good
Alantura Paar	1,060,000	11,925,000	—	Very good
Muttuvaratu Paar	10,206,725	277,000,000	—	Very good
Jokenpiddi Paar	Small bed	—	—	Young oysters
Chilaw Paar	Small bed	—	—	Young oysters
Ooloówitti Paar	Small bed	—	—	Young oysters
Negombo Paar	Small bed	—	—	Young oysters
New Paar off Negombo	A few scattered patches	—	—	Young oysters
Total	37,163,926	542,696,592		

XIII.—1902.

MEMORANDUM AND ESTIMATE

OF THE COST OF

THE KARACHCHI IRRIGATION SCHEME.

By Mr. H. T. S. Ward.

Director of Irrigation.

Ordered by His Excellency the Lieut.-Governor to be Printed.

Colombo:

PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.

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1902.

MEMORANDUM TO ACCOMPANY THE ESTIMATE FOR THE KARACHCHI IRRIGATION SCHEME.

THIS scheme is to irrigate 20,000 acres in the Karachchi district (viz., 9,000 acres in the Paranthan and 6,000 acres in the Murasamoddai districts on the western side of the Kanakarayan valley, and 5,000 acres at Vaddakachchi on the eastern side). At present only some 5,000 acres are cultivated with uncertain results, on account of the lack of any water storage.

2. The district lies in the northern part of the Island, immediately south of Elephant Pass, on both sides of the North-Central road, alongside which the Northern Railway is at present being laid.

3. The proposed station at Paranthanvilakku will be almost in the centre of the district, and will be easily accessible from the irrigable tract by means of the existing network of minor roads.

4. It is proposed to construct a large storage reservoir on the Kanakarayan-aru, having a top water area of 4,530 acres, with a head of water of 26 feet at the sluices and a capacity of 2,449,348,000 cubic feet. There will be an earthen embankment $1\frac{3}{4}$ mile in length across the valley, with outlet sluices on either side, to supply water to the eastern and western main channels, and spills 200 feet and 250 feet wide cut in the solid at each end of the bund.

5. A main channel will be cut 4 miles long from the western sluice to carry water into the Dri-aru tank, which will be formed by the restoration of an ancient bund 1 mile in length across a small valley running parallel to and about $1\frac{1}{2}$ mile to the west of the Kanakarayan-aru. This tank will have a top water area of 213 acres, with a depth at the sluice of 14 feet. It will provide a reliable water supply to cultivators who may require a settlement in this neighbourhood, there being at present no other means of obtaining drinking water throughout this district, except from a few deep and brackish wells.

6. The sluices in this tank discharge the water into the old bed of the Dri-aru for almost a mile to an anicut proposed to be built here. From this anicut the water will be directed by means of regulating sluices—

1st.—Eastwards towards the Murasamoddai and Velikandel district, with a distributary channel northwards towards Koravankattu and four branch channels in the Urian district.

2nd.—Westwards under the North-Central road and Northern Railway for about $1\frac{1}{2}$ mile, when it is divided by a regulating sluice and falls into two distributary channels, northwards to Paranthan and westwards to land which will probably be irrigated higher up the same valley.

7. The main channel from the eastern sluice will take the water to the Vaddakachchi district, and making use of an old water-course (the Pututi-aru) to the Panrichudan district (in which there are some 2,000 acres at present under cultivation) will irrigate, chiefly by means of channels of existing streams, some 5,000 acres.

8. The portion of country which will benefit by this scheme comprises practically almost all the paddy land that is available to the inhabitants of the Jaffna peninsula for the expansion of paddy cultivation. At present the 5,000 acres annually cultivated here are cultivated by migrating families from the peninsula, and rain water and water from the river together enable them to obtain a somewhat uncertain crop.

9. The works now proposed will secure one crop annually over the 20,000 acres, and the surplus water in the tank will in favourable years enable a second crop to be taken off a smaller area in the south-west monsoon. This, however, will depend entirely on the character of the season and the flow in the river.

10. The sale of the 15,000 acres of Government land should produce Rs. 375,000 at Rs. 25 per acre, the land in its present condition being without value.

11. The estimated cost of the construction is Rs. 1,105,714. The rate on the land, payable in perpetuity on account of interest on capital and maintenance, should therefore be fixed at Rs. 2 per acre; this will allow 25 cents per acre for maintenance and Re. 1·75 for interest on capital.

12. The net annual return on the outlay will therefore ultimately reach Rs. 35,000, or 3·16 per cent. on the capital expenditure.

13. It will of course be many years before all the land is taken up, but in the meantime the sales of Crown lands will be in some measure making up for the non-receipt of the full interest. I am of opinion that the lowest price of this land should be Rs. 25 per acre, and that none should be sold before the works are in working order.

14. The large acreage of Crown land in proportion to that in private hands will enable the Government Agent, Northern Province, when holding the meeting of proprietors, so to control the majority of the meeting that the carrying out of the work by Government aid shall be resolved upon, and that the payment in ten annual instalments shall be commuted to an annual rate payment in perpetuity not exceeding Rs. 2. There need therefore be but little delay in commencing the work after the estimate has been sanctioned.

H. T. S. WARD,
Director of Irrigation.

Colombo, January 31, 1902.

Estimate of the Expense necessary to be incurred for the Karachchi Irrigation Scheme, Northern Province.

This estimate provides for the making of a reservoir on the Kanakarayan-aru, the restoration of an ancient tank on the Dri-aru, the cutting of channels on the eastern and western sides of the Kanakarayan valley, with the necessary sluices, spills, bridges, and distributing channels, and other incidental works.

Quantities.	Items.	Rate.	Amount.	Total.
	ITEM No. 1.*	Rs. c.	Rs. c.	Rs. c.
	Iranaimadu Tank.			
Acres 40	Clearing jungle	100 0	4,000 0	
Cubes 11,000	Excavation in puddle trench, soft	1 0	11,000 0	
„ 198,747	Embanking	2 25	447,180 75	
„ 25,093	Puddle in trench and wall	4 0	100,372 0	
				562,552 75
„ 6,456	Excavation in spills	No charge		
Lin. ft. 255	Foot-bridge	5 50	1,402 50	
Cubes 2	Concrete in piers and abutments	65 0	130 0	
				1,532 50
„ 19,460	Excavation for inlet channel, &c., at eastern sluice ...	No charge		
„ 127	Concrete in foundation and floor	65 0	8,255 0	
„ 118	Concrete in core of main wall	65 0	7,670 0	
„ 127	Rubble masonry	70 0	8,890 0	
„ 4	Coursed masonry in parapet walls	100 0	400 0	
„ 8	Ashlar in arch stone coping and string course ...	120 0	960 0	
„ 114	Rubble in dry stone retaining wall	40 0	4,560 0	
Lin. ft. 132	Cutting grooves for stop planks	1 0	132 0	
Cubic ft. 292	Three-inch planking in grooves with hooks...	2 50	730 0	
Cubes 7	Pitching 12 in. deep	40 0	280 0	
Cwt. 12	Wrought iron in grating	12 0	144 0	
Cubes 70	Clay puddle	4 0	280 0	
„ 30	Earth filling under roadway	1 0	30 0	
				32,331 0
„ 17,224	Excavation for inlet channel, &c., at western sluice ...	No charge		
„ 145	Concrete in foundation and floor	65 0	9,425 0	
„ 148	Concrete in core of main wall	65 0	9,620 0	
„ 165	Coursed masonry	70 0	11,550 0	
„ 5	Coursed masonry in parapet wall	100 0	500 0	
„ 10	Ashlar in arch stone coping and string course ...	120 0	1,200 0	
„ 115	Rubble in dry stone retaining walls	40 0	4,600 0	
Lin. ft. 264	Cutting grooves for stop planks	1 0	264 0	
Cubic ft. 590	Three-inch planking in grooves	2 50	1,475 0	
Cubes 13	Pitching 12 in. deep	40 0	520 0	
Cwt. 24	Wrought iron and grating	12 0	288 0	
Cubes 75	Clay puddle	4 0	300 0	
„ 50	Earth filling under roadway	1 0	50 0	
				39,792 0
No. 3	Allow for three face sluices 4 ft. by 3 ft. 6 in. opening with lifting rods, &c., complete	850 0	2,550 0	
				2,550 0
	ITEM No. 2.†			
	Western Main Channel.			
	1st Mile.			
Acres 9	Clearing jungle	60 0	540 0	
Cubes 19,600	Excavation	1 25	24,500 0	
				25,040 0
	Distributing Sluice No. 1.			
Cubes 6	Concrete	70 0	420 0	
Sum	Allow for wooden sluice with fittings	100 0	100 0	
				520 0
	2nd Mile.			
Cubes 9	Acres clearing jungle	60 0	540 0	
„ 9,000	Excavation	1 25	11,250 0	
No. 2	Distributing sluice No. 1 as per item No. 2... ...	520 0	1,040 0	
				12,830 0
	3rd Mile.			
Acres 9	Clearing jungle	60 0	540 0	
Cubes 6,650	Excavation	1 25	8,312 50	
No. 2	Distributing sluice No. 1 as per item No. 2... ...	520 0	1,040 0	
				9,892 50
	4th Mile.			
Acres 9	Clearing jungle	60 0	540 0	
Cubes 4,400	Excavation	1 25	5,500 0	
No. 2	Distributing sluice No. 1 as per item No. 2	520 0	1,040 0	
				7,080 0
	Carried over ...	—	—	694,120 75

* This item provides for the clearing of jungle from the site of the works, and the construction of an embankment across the Kanakarayan valley with two sluices and spills.

† This item is for excavation of the main western channel from Iranaimadu tank to the Dri-aru tank, with all necessary distributing sluices.

Quantities.	Items.	Rate.	Amount.	Total.
		Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	694,120 75
	ITEM No. 3.			
	Eastern Distributing Channel from near Dri-aru Tank.			
Acres 9½	Clearing jungle	60 0	570 0	
Cubes 450	Excavation...	1 25	562 50	
,, 360	Banking	1 25	450 0	
,, 7	Concrete in fall	65 0	455 0	
,, 5	6 inch pitching on fall, sluice No. 2 ...	40 0	200 0	
	Minor Distributing Sluice No. 2.			2,237 50
Cube ½	Concrete	70 0	35 0	
,, ¾	Dry masonry and pitching	40 0	30 0	
Sum	Two-inch planking and rails to sluice (2 ft. by 1 ft.) ...	1 50	1 50	
	Extend 3 at ...		66 50	
	ITEM No. 4.*			199 50
	Restoration of Dri-aru Tank.			
Acres 50	Clearing jungle	12 0	600 0	
,, 6	Clearing on bund	100 0	600 0	
Cubes 13,000	Embanking...	1 50	19,500 0	
,, 800	Excavation in puddle trench ...	1 0	800 0	
,, 3,600	Puddle in trench and wall	3 0	10,800 0	
,, 850	Excavation in spill	No charge		
,, 5	Rubble in dry stone wall and spill ...	40 0	200 0	
,, 450	Excavation for main sluice	1 50	675 0	
,, 45	Concrete in foundation and main wall ...	65 0	2,925 0	
,, 70	Rubble masonry	70 0	4,900 0	
,, 3	Rubble masonry in parapet walls	100 0	300 0	
,, 4	Ashlar in copes and string course	120 0	480 0	
Lin. ft. 146	Cutting grooves for stop planks ...	1 0	146 0	
Cubic ft. 96	Three-inch planking in grooves with handles ...	2 50	240 0	
Cubes 32	Rubble in dry stone walls	40 0	1,280 0	
,, 11	Pitching 9 in. deep	40 0	440 0	
,, 30	Clay puddle...	4 0	120 0	
,, 20	Earth filling under roadway	1 0	20 0	
Cwt. 11	Wrought iron gratings	12 0	132 0	
No. 2	Allow for two cast iron face sluices 4 ft. by 3 ft. 6 in. opening with rods, &c., complete	850 0	1,700 0	
	ITEM No. 5.†			45,858 0
	Clearing Stream from Dri-aru Tank to Distributing Weir for Channel.			
Acres 10½	Clearing jungle	60 0	630 0	
	ITEM No. 6.‡			630 0
	Distributing Weir and Sluices at Dri-aru.			
Cubes 190	Excavation...	1 50	285 0	
,, 160	Concrete in foundation walls, piers, &c.	65 0	10,400 0	
Sum	Allow for timbering	50 0	50 0	
Lin. ft. 375	Forming grooves in piers	1 0	375 0	
Cubic ft. 108	Timber in uprights and runner	2 0	216 0	
Cubes 225	Three-inch planking with handles	2 50	562 50	
,, 60	Pitching 9 in. thick	40 0	2,400 0	
Cwt. 18	Wrought iron in straps, T iron, &c., for face valve ...	12 0	216 0	
No. 12	Face valves with lifting gear	100 0	1,200 0	
Lin. ft. 42	Foot-bridge as per type	4 50	189 0	
	ITEM No. 7.§			15,893 50
	Main Distributing Channel to Murasumoddai.			
Acres 12	Clearing jungle	60 0	720 0	
Cubes 6,300	Excavation	1 25	7,875 0	
No. 2	Distributing sluice No. 1 as per item No. 2 ...	520 0	1,040 0	
	Off-take Sluice and Regulator (2 ways) (2 bays, 1 bay).			
Cubes 20	Concrete	70 0	1,400 0	
Lin. ft. 92	Cutting grooves	1 0	92 0	
Cubic ft. 22	Three-inch planking with handle	2 50	55 0	
	ITEM No. 8.‖			11,182 0
	Distributing Channels to Murasumoddai and Velikandel.			
Acres 23	Clearing jungle	60 0	1,380 0	
Cubes 6,200	Excavation	1 25	7,750 0	
No. 5	Minor distributing sluices No. 2, item No. 3 ...	66 50	332 50	
				9,462 50
	Road Bridges.			
Cubes 15	Concrete	65 0	975 0	
,, 6	Cubes 9 in. pitching	40 0	240 0	
Sum	Two-inch planking and rails	150 0	150 0	
				1,365 0
	Carried over ...	—	—	780,948 75

* This item provides for the construction of an embankment with sluices and spill across the Dri-aru.
† This item provides for clearing away the jungle and clearing the Dri-aru bed from the tank to the distributing weir.
‡ This item provides for the construction of an anicut across the Dri-aru with distributing sluices on both sides.
§ This item provides for the cutting of the main distributing channel from the Dri-aru anicut towards Murasumoddai.
‖ This item provides for the construction of the distributing channel to Murasumodai and Velikandel with a bridge under the minor road from Vadakachchi to Elephant Pass.

Quantities.	Items.	Rate.	Amount.	Total.
		Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	780,948 75
	ITEM No. 9.*			
	Main Distributing Channel to Koravankattu.			
Acres 13	Clearing jungle	60 0	780 0	
Cubes 3,600	Excavation	1 25	4,500 0	
No. 3	Distributing sluice No. 2, item No. 3	66 50	199 50	
	Off-take Sluice and Regulator (2 ways) (2 bays, 1 bay).			
Cubes 18	Concrete	70 0	1,260 0	
Lin. ft. 69	Cutting grooves for planking	1 0	69 0	
Cubic ft. 60	Three-inch stop planks with handles	2 50	150 0	
				6,958 50
	ITEM No. 10.†			
	Main Distributing Channel to Ullaleyerpullam.			
Acres 8	Clearing jungle	60 0	480 0	
Cubes 2,300	Excavation	1 25	2,875 0	
No. 2	Distributing sluice, minor No. 2, item No. 3... ...	66 50	133 0	
	Off-take Sluice and Regulator (3 ways) (1 bay each).			
Cubes 22	Concrete	70 0	1,540 0	
Lin. ft. 70	Cutting grooves for stop planks	1 0	70 0	
Cubic ft. 60	Three-inch plankings in grooves with handles ...	2 50	150 0	
				5,248 0
	ITEM No. 11.‡			
	Type Distributary Channel (1,000 acres).			
Acres 7	Clearing jungle	60 0	420 0	
Cubes 630	Excavation	1 25	787 50	
No. 2	Distributing sluice, minor No. 2, item No. 3	66 50	133 0	
	Extend 4 at ...	—	1,340 50	
				5,362 0
	ITEM No. 12.§			
	Main Distributing Channel from Dri-aru Anicut Westward.			
Acres 17	Clearing jungle	60 0	1,020 0	
Cubes 7,900	Excavation	1 25	9,875 0	
	Bridge under North-Central Road.			
Cubes 110	Excavation	1 25	137 50	
Sum	Road temporary deviation	—	100 0	
Cubes 30	Concrete	65 0	1,950 0	
„ 12	Pitching	40 0	480 0	
Sum	From work as per Public Works Department estimate ...	1,500 0	1,500 0	
Cubes 9	Road metalling	12 0	108 0	
				15,170 50
No. 4	Distributing sluice No. 1, item No. 2	520 0	2,080 0	
				2,080 0
	Spills, 6 bays.			
Cubes 23	Concrete	70 0	1,610 0	
„ 20	Excavation	2 0	40 0	
Lin. ft. 104	Grooves for planks	1 0	104 0	
Cubic ft. 44	Three-in. planking with handles	2 50	110 0	
Ft. run. 42	Foot-bridge...	4 50	189 0	
				2,053 0
	Distributing Sluice and fall above Paranthan.			
Cubes 125	Excavation	1 50	187 50	
„ 40	Concrete	65 0	2,600 0	
„ 2	Ashlar in cope	120 0	240 0	
Lin. ft. 145	Cutting grooves for stop planks	1 0	145 0	
Cubic ft. 137	Three-inch plankings with handles	2 50	342 50	
Cubes 10	Pitching 9 in. deep	40 0	400 0	
Lin. ft. 16	Foot-bridge...	4 50	72 0	
				3,987 0
	ITEM No. 13.‖			
	Distributing Channel to Paranthan.			
Acres 20	Clearing jungle	60 0	1,200 0	
Cubes 5,000	Excavation	1 25	6,250 0	
No. 4	Minor distributing sluices No. 2, item No. 3, spill 3 bays ...	66 50	266 0	
				7,716 0
Cubes 12	Concrete	65 0	780 0	
Cubic ft. 33	Three-inch planking	2 50	82 50	
Lin. ft. 52	Cutting grooves	1 0	52 0	
„ 21	Foot-bridges	4 50	94 50	
				1,009 0
	ITEM No. 14.¶			
	South-west Distributary Channel.			
Acres 6	Clearing jungle	60 0	360 0	
Cubes 600	Excavation	1 25	750 0	
No. 2	Minor distributing sluice No. 2, item No. 3	66 50	133 0	
				1,243 0
	Carried over ...	—	—	831,775 75

* This item provides for the construction of the main distributing channel to Koravankattu with necessary sluices.

† This item provides for the construction of the main distributing channel Ullaleyerpallam with necessary sluices.

‡ This item provides for four small distributary channels with sluices in the Urian District.

§ This item provides for constructing the channel from Dri-aru sluice weir westward to distributing sluices and fall above Paranthan, and for building same and bridges under North-Central road.

‖ This item provides for the construction of the distributing channel from the sluice and fall towards Paranthan paddy fields, together with spill and necessary sluices.

¶ This item provides for the construction of the distributing channel from the sluice and fall going due west.

Quantities.	Items.	Rate.	Amount.	Total.
		Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	831,775 75
	ITEM No. 15.*			
	Eastern Main Channel.			
	1st Mile.			
Acres 7½	Clearing jungle	60 0	450 0	
Cubes 16,300	Excavation...	1 25	20,375 0	
No. 2	Distributing sluice No. 1, item No. 2	520 0	1,040 0	
Sum	Spill (6 bays) as per item No. 12	2,053 0	2,053 0	
				23,918 0
	2nd Mile.			
Acres 7½	Clearing jungle	60 0	450 0	
Cubes 3,500	Excavation...	1 25	4,375 0	
No. 2	Distributing sluice No. 1, item No. 2	520 0	1,040 0	
Sum	Spill (6 bays), item No. 12	2,053 0	2,053 0	
				7,918 0
	From end of 2nd Mile to Sluice.			
Acres 5¼	Clearing jungle	60 0	315 0	
Cubes 6,100	Excavation...	1 25	7,625 0	
				7,940 0
	Off-take Sluice and Regulator (2 ways) (2 bays, 3 bays)			
Cubes 23	Concrete	65 0	1,495 0	
Lin. ft. 115	Cutting grooves	1 0	115 0	
Cubic ft. 100	Three-inch planking with handles	2 50	250 0	
				1,860 0
	ITEM No. 16.†			
	Distributing Channel to Pututi-aru.			
Acres 15⅓	Clearing jungle	60 0	930 0	
Cubes 4,800	Excavation	1 25	6,000 0	
No. 3	Distributing sluice No. 1, item No. 2	520 0	1,560 0	
No. 2	Spill (6 bays) as per item No. 12	2,053 0	4,106 0	
				12,596 0
	Bridge under Old North Road.			
Cubes 14	Concrete	50 0	700 0	
Sum	Two-inch planking and rails	150 0	150 0	
Cubes 6	Nine-inch pitching	40 0	240 0	
				1,090 0
	ITEM No. 17.‡			
	Branch Channel to Vaddakachi.			
Acres 12½	Clearing jungle			
Cubes 1,800	Excavation...	60 0	750 0	
No. 3	Distributing minor sluice No. 2, item No. 6 ...	1 25	2,250 0	
		66 50	199 50	
				3,199 50
	ITEM No. 18.§			
	Branch Channel in Pututi-aru to Panrichuddan.			
Acres 36	Clearing jungle	60 0	2,160 0	
Sum	Improving river bed	—	1,000 0	
				3,160 0
No. 1	Spill (6 bays) as per item No. 12	2,053 0	2,053 0	
				2,053 0
	ITEM No. 19.‖			
	Branch Channel from Pututi-aru to Periyakulam.			
Acres 12	Jungle clearing	60 0	720 0	
Cubes 1,000	Excavation	1 25	1,375 0	
No. 2	Distributing sluice No. 2, item No. 3	66 50	133 0	
Sum	Distributing sluice No. 1, item No. 2	520 0	520 0	
				2,748 0
	ITEM No. 20.¶			
—	Guardian's bungalow as per approved plan... ...	—	1,300 0	
—	Permanent lines	—	2,000 0	
Miles 3	Service roads	500 0	1,500 0	
No. 3	Sinking wells	500 0	1,500 0	
				6,300 0
	Carried over ...	—	—	904,557 25

*This item provides for the construction of the main eastern channel from Iranaimadu tank to the first off-take sluice and regulator 3 miles down, with necessary sluice and spills.

† This item provides for the construction of the distributing channels from the regulator and sluice to the Pututi-aru, with necessary spill and sluices, and for a bridge under the Old North road.

‡ This item provides for the construction of a branch channel from the regulator and sluices at third mile towards Vaddakachi, with necessary sluices.

§ This item provides for the improvement of the bed of the Pututi-aru down to Panrichuddan paddy fields, and for the construction of the spill.

‖ This item provides for the construction of a branch channel from the Pututi-aru to Periyakulam, with necessary sluices.

¶ This item provides for the construction of a permanent guardians' bungalow and permanent cooly lines at Dri-aru and Iranaimadu tanks, for service roads, and for sinking wells.

Quantities.	Items.	Rate.	Amount.	Total.
		Rs. c.	Rs. c.	Rs. c.
	Brought forward ...	—	—	904,557 25
	ITEM No. 21.*			
	Non-effective Charges.			
—	Providing plant, lines, stores, bungalows, dispensary, &c. ...	—	30,000 0	
—	Clearing jungle for dispensary	—	21,000 0	
—	Pay of apothecary	—	4,320 0	
—	Pay of clerk	—	2,880 0	
—	Pay of storekeeper	—	2,160 0	
—	Cost of obtaining coolies from India or elsewhere ...	—	10,000 0	
—	Local transport	—	1,000 0	
				71,360 0
				975,917 25
	Contingencies, 10 per cent. ...	—	—	97,591 75
				1,073,509 0
	Transport, 3 per cent. ...	—	—	32,205 0
	Total ...	—	—	1,105,714 0

* This item provides for all non-effective charges, such as providing plant and coolies, building temporary lines, pay of apothecary, clerk, and storekeeper, and local transport.

February 1, 1902.

H. T. S. WARD,
Director of Irrigation.

XIV.—1902.

ADMINISTRATION REPORT

OF

THE MUNICIPAL COUNCIL OF GALLE

FOR THE YEAR

1901.

Ordered by His Excellency the Lieut.-Governor to be Printed.

Colombo:
PRINTED BY H. C. COTTLE, ACTING GOVERNMENT PRINTER, CEYLON.
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1902.

THE MUNICIPALITY OF GALLE.

REPORT OF THE CHAIRMAN FOR 1901.

CONSTITUTION OF COUNCIL.

NO changes took place during the year, with the exception of the retirement of Mr. Venning, Provincial Engineer, who was succeeded by Mr. H. A. Grant, while Mr. Magdoon Ismail was nominated in the place of the late Mr. Abdul Carim, Gate Mudaliyar, who died in December, 1900.

At a General Meeting held in January the following Members were elected by ballot to serve on the Standing Committee :—

Dr. W. G. Keith.	Mr. C. P. Hayley.
Dr. P. D. Anthonisz, C.M.G.	Dr. E. Ludovici.
Mr. D. G. Goonewardene.	

The attendance of Members at the Meetings of Council and Standing Committee was as follows :—

Attendance of Members at Meetings of Council.

	General.	Special.		General.	Special.
The Chairman ...	10	2	Dr. E. Ludovici ...	9	2
Dr. W. G. Keith ...	5	2	Mr. C. P. Hayley ...	6	2
Mr. E. Venning ...	1	—	Mr. F. Abeyesundere ...	6	1
Dr. P. D. Anthonisz ...	10	2	Mr. Magdoon Ismail ...	9	1
Mr. D. G. Goonewardene ...	7	1	Mr. H. A Grant ...	7	—
Mr. N. Dias Abeyesinhe ...	7	1			

Attendance of Members at Meetings of Standing Committee.

The Chairman ...	9	Mr. D. G. Goonewardene ...	7
Dr. W. G. Keith ...	6	Dr. E. Ludovici ...	8
Mr. E. Venning ...	1	Mr. C. P. Hayley ...	3
Dr. P. D. Anthonisz ...	8		

GENERAL REVENUE AND EXPENDITURE.

The following comparative statements give a general abstract of receipts and disbursements during the years 1900 and 1901 :—

Revenue of 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Taxes ...	19,045 42	18,299 96	—	745 46
Tolls ...	17,858 34	16,491 34	—	1,367 0
Stamp duties and fees ...	22,167 42	13,547 2	—	8,620 40
Market licenses ...	9,803 58	9,806 60	3 2	—
Slaughter-house licenses ...	1,297 7	1,284 64	—	12 43
Miscellaneous... ...	330 50	388 25	57 75	—
Fines	1,212 90	1,559 33	346 43	—
Rents	414 0	307 0	—	107 0
Miscellaneous receipts ...	5,762 70	5,139 39	—	623 31
Cemeteries	346 25	299 0	—	47 25
	78,238 18	67,122 53	407 20	11,522 85
			Deduct Increase ...	407 20
			Nett Decrease ...	11,115 65

Expenditure of 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Establishment ...	5,614 55	4,914 88	—	699 67
Pensions	1,534 99	1,544 99	10 0	—
Office expenses ...	1,256 10	1,174 46	—	81 64
Revenue services ...	1,513 6	1,424 81	—	88 25
Lighting	5,529 28	5,191 94	—	337 34
Sanitary charges ...	17,850 51	19,290 36	1,439 85	—
Market charges ...	784 59	838 63	54 4	—
Slaughter-house charges ...	812 6	785 94	—	26 12
Miscellaneous... ...	7,780 74	13,163 21	5,382 47	—
Public works	22,596 56	26,956 65	4,360 9	—
Cemeteries	915 41	928 89	13 48	—
	66,187 85	76,214 76	11,259 93	1,233 2
		Deduct Decrease ...	1,233 2	
		Nett Increase ...	10,026 91	

Notes on Revenue.

The large decrease in revenue is more apparent than real, and is due to the fact that certain items, such as opium licenses and rents sold in 1901 for the year 1902, were not, as hitherto the practice, credited to the year in which the rents were sold, but to the year to which they properly belong. These amounted to Rs. 9,645·50. Had this amount been credited to 1901's account the nett decrease would have been only Rs. 1,470·15. This decrease is accounted for under Miscellaneous Receipts, no building lots being sold in 1901. In 1900 Rs. 1,555 accrued to the revenue of that year by the sale of the remaining building lots at Havelock Town. There was also a considerable decrease in tolls caused by apprehension on the part of bidders for the rent that the state of the iron bridges on the Colombo road would diminish their receipts. The depression in the plumbago trade had also an effect on the tolls. When allowance is made for these, the financial results of the year cannot but be regarded as satisfactory. The statement Appendix A gives particulars of the revenue of the year.

Road Tax.—The collections for the year amounted to Rs. 11,093, the largest amount ever collected. The nett number of men liable was 8,283. Of this, 496 remained unaccounted for at the end of the year, owing to the large number of nominal residents in the Municipality who go elsewhere in search of employment. In the Appendix will be found a statement giving particulars of the tax.

Other Taxes.—There has been a falling off in lighting rate and vehicle and animal tax, but an increase in dog tax.

Tolls.—As already stated, there is a decrease in the receipts under this head.

Stamp Duties and Fees.—A decrease is observable under carriages and hackeries for hire, carts, firearms, proctors' certificates, auctioneers and brokers; while slight increases are found under boats, butchers, sale of intoxicating liquors, jinrickshas, petroleum, and special licenses.

Market Licenses.—These show a considerable increase and indicate increasing prosperity in the industrial classes of the community.

There is nothing special to mention as regards the other items of revenue.

Notes on Expenditure.

Appendix B gives the items of expenditure in detail. The total expenditure amounted to Rs. 76,214·76, being an increase of Rs. 10,026·91 over the previous year. The items which show the largest increase are lighting, sanitary charges, acquisition of land, interest on loan, upkeep of bridges, and new works. Under the latter head are included new slaughter-house, fish auction shed, Kaluwella markets, and iron hurdles for esplanade.

The lighting of the town has been unsatisfactory for a long time. It was found by actual experiment that the cost of lighting in an efficient manner far exceeded the amount of the lowest tender. The Council therefore resolved not to accept the lowest tender, but that nearest the estimated cost, in the hope that this would secure better lighting. But it is found that the change has effected little improvement, the only result being that the contractor made a larger profit.

Sanitary Charges.—The increase in cost of sweeping and scavenging and in conservancy of public and private latrines was caused by the employment of additional carts and coolies. An increase of Rs. 704·68 under Sanitary Contingencies is due to the cost of providing a house of observation for persons infected with contagious diseases and of maintaining poor families removed to it on the occurrence of a few cases of smallpox within the Municipality.

Miscellaneous Expenditure.—Repairs to the clock tower were effected at a cost of Rs. 149. The increase under head "Contingencies" was caused by the purchase of an "Empire" typewriter, the cost of two maps (of the Fort and Municipality), and the translation of the by-laws into Sinhalese and Tamil.

The expenditure on Public Works is given elsewhere.

Assessment Account.—This tax is reserved for the special purpose of the maintenance of town police, and the account is kept separate and distinct from the general account. The collection during the year amounted to Rs. 11,852·79 and the expenditure to Rs. 10,941·64, of which the police bill for twelve months came to Rs. 8,753·71. A comparative statement of revenue and expenditure will be found in Appendix C.

Waterworks Account.—The revenue from all sources for the year was Rs. 4,217·42, which, with the balance brought forward from the previous year, amounted to Rs. 6,365·86. The expenditure was Rs. 6,852·88. The excess of expenditure arose from interest and sinking fund on the loan being paid for three half-years instead of two. The amount already paid up as sinking fund is Rs. 9,586·41, so that the loan of Rs. 70,000 is now reduced to Rs. 60,413·59. A comparative statement of revenue and expenditure for 1900 and 1901 will be found in Appendix D.

LOAN FOR SANITARY IMPROVEMENTS.

Out of a loan of Rs. 60,000 allowed by Government at 4 per cent. interest and 2 per cent. sinking fund for carrying out certain urgent sanitary improvements in the town, a sum of Rs. 41,000 has been already drawn in four different instalments. Of this sum, Rs. 26,174·30 has been spent mainly in acquiring land in the Fort for opening roads and alleys to facilitate working the dry-earth system in houses not provided with a back entrance. The other sanitary works charged to the loan were (1) building the stone drain known as Pettigala-ela; (2) constructing a wall on the bank of the Keppu-ela, and a road by its side; (3) building side drains at China Garden main road; and (4) rebuilding the drain on the southern boundary of China Garden. The balance in hand of Rs. 15,074·85 will all be absorbed in the acquisition of land that has yet to be acquired and in forming the roads and alleys (*vide* Appendix E).

The revenue and expenditure from all sources for the year were as follows :—

REVENUE.	Rs. c.	EXPENDITURE.	Rs. c.
General account	67,122 53	General account	76,214 76
Assessment account	11,852 79	Assessment account	10,941 64
Waterworks account	4,219 42	Waterworks account	6,852 88
	83,194 74		94,009 28

The excess of Rs. 10,814·54 of expenditure over revenue was more than met by the balances brought forward from 1900, which aggregated to Rs. 21,642·59. A statement of revenue and expenditure for the last ten years is given in Appendix F.

PUBLIC WORKS.

Upkeep of Roads.—This includes the permanent repair of metalled and gravelled roads and the surface repairs of portions of roads. Both these were done under the direct supervision of the Superintendent of Works. 218 lines of metalled roads and 47 lines of gravelled roads were permanently repaired. The partial repairs included patching ruts, trimming sides of roads, clearing drains, levelling wheel tracks, &c. The expenditure in 1901 exceeded that of 1900 by Rs. 716·37.

In July, on a motion made by Mr. C. P. Hayley, a Sub-Committee was appointed to examine and report on the state of the Municipal roads. A report dated 30th August was sent in, which was referred to the Standing Committee. The report was confined to the condition of the Fort streets, and suggestions for their improvement. It stated that, "generally speaking, the drains are neglected, grass is allowed to grow in and close to them, preventing the rain water running in and through them freely. In some cases the drains are badly constructed or are insufficient to carry off large bodies of water during heavy rain." The recommendations made were (1) deepening the drain between the Presbyterian Church and Post Office; (2) lowering the northern side of Church street; (3) gravelling a portion of the road from the Post Office to the old Fort gate and removing the rocks showing above the gravel; (4) building a culvert in Middle street to divert the water that is precipitated down that street: (5) placing the covering stones over the lower end of Middle street further apart; (6) gravelling, instead of metalling, Middle street and most of the minor streets south of Pedlar street; (7) extending the metalling of Pedlar street to the whole breadth of the street; (8) opening up and improving the drain from the signal post to the lighthouse (*vide* Appendix G).

Upkeep of Bridges.—In addition to the repair of the Miliduwa bridge, of the Attoya bridge, and of the footbridge over the Keppu-ela, the bridge on the Hirimbura road was removed and an entirely new bridge substituted.

Municipal Buildings were kept in repair and some improvements effected. The Fort, Dewata and fruit markets, and the bathing wells were put in good order. The other Municipal buildings on which expenditure was incurred will be found enumerated in the progress report in Appendix H.

Clearing Canals.—The three canals—the Parana-ela, the Keppu-ela, and the Morogoda-ela—were cleared, and the swamp on the southern bank of the Pettigalla-ela was filled in.

Minor Works and Improvements. — Among these may be mentioned the following:—A pump was provided for the well at the bazaar to draw water for flushing drains, the railings round the Pavilion and carriage stand at Kaluwella were repaired and painted, six new garden seats were provided, and considerable progress was made in filling up the pond in Victoria park.

Improvement of Drainage, Fort.—Compared with the expenditure of the previous year under this head little was done in 1901. The Fort sewers were cleared and repaired and new manholes built. A few of the side drains were repaired and the Middle street drains improved.

Improvement of Drainage, Suburbs.—The most important work under this head was building a new cemented drain on both sides of the China Garden main road. Fowl street drain, Bazaar, was also rebuilt, and some other drains repaired and put in order.

New Roads and Improvement of Old. — A new road was opened connecting Hall road and Kong tree road. This will materially improve the drainage of the low-lying land in the vicinity, and will give light and air to the thickly planted gardens. The Keppu-ela road opened in 1900 was gravelled and made fit for cart traffic. Culverts were built in the Hirimbura road and in the new roads at Talapitiya, and on the banks of the Keppu-ela, the retaining wall of which was completed this year.

Shade Trees.—A Sub-Committee was appointed in July to report on the description of trees to be planted and places where they are required. In accordance with the recommendation of the Committee, shade trees—suriya, ingasaman, eramudu, and almond trees—have been planted opposite the Oriental Hotel, in Middle street, along Hospital and Rampart streets, and from the old Fort gate to the Barrier gate. Thirteen wooden tree guards have been provided and sixty more ordered. Already 9 suriya trees, 31 ingasaman, 17 eramudu, and 5 almond trees have been planted.

Fish Auction Shed.—The old thatched building was removed and a substantial structure of brick covered with Calicut tiles erected.

Slaughter-house.—The building being old and dangerous was removed and a new slaughter-house was erected on the same site.

SANITATION.

The most important work under this head was the progress made with the scheme sanctioned by the Council in 1898 for closing cesspits in the Fort and substituting the dry-earth system. This involved the acquisition of land and buildings in order to open out roads and, branching from them, alleys to reach the back of houses where the dry-earth system was to be introduced. Fifty-five lots have already been acquired at a cost of Rs. 20,071. About fifteen lots have yet to be acquired. When these have been acquired and the alleys opened out, the dry-earth system will be enforced on all houses provided with a back entrance, and a source of danger to the health of the residents in the Fort removed. Already 172 cesspits have been closed. The dry-earth system is now in operation in 185 houses in the Fort and 20 outside. Arrangements to meet the increased requirements were made by the Council during the latter end of the year. The Secretary submitted a memorandum on the present working of the dry-earth system, and the arrangements necessary to be made when the greater portion of the Fort is provided with dry-earth closets. This memorandum was referred to a Sub-Committee, which reported as follows:—

> We approve of the rules which have been submitted as amended in details. We approve of the provision made for the additional staff, though it will not be necessary at first to employ the full number of coolies provided. We recommend, however, that the manager be appointed from January 1, 1902. We approve of the purchase of three aluminium night soil carts. We recommend that the number of public latrines be increased, and that a permanent latrine be built at the foot of the ramparts near the magazine. The rules when passed by the Standing Committee should be printed in English and Sinhalese, and every officer concerned should be provided with a copy.

This report was adopted by the Council on November 23. In accordance with the report provision was made in the estimate for 1902 for the establishment of a Health Department and for providing additional public latrines. The rules laid down for the guidance of manager, overseers, and coolies are given in Appendix L.

The want of latrine accommodation in the crowded parts of the town outside the Fort, such as Bazaar, China Garden, and Magalla, where the people either from poverty or indifference do not provide themselves with the requisite conveniences, is one of the difficulties with which the Council has to contend. The sea beach is polluted in the most offensive manner, and all efforts to put a stop to this practice have proved ineffective.

WATER SUPPLY.

The residents in the Fort obtain their supplies of drinking water from the wells at Labaduwa and Talbot town. Steps were taken by the Council to secure the purity of the supply. All wells from which water was drawn for drinking were examined, and on the recommendation of the Sanitary Officer a number of these were closed. Those unprotected by walls had walls built round them. The barrels in which water is brought for sale were also examined, and the owners were compelled to have them properly cleansed. Orders have been given for their periodical inspection in future.

Bikke Reservoir.

It is satisfactory to note that the water of the Bikke reservoir is improving annually. The reservoir has been surrounded by wire netting, and catchpits built in the channels leading to the reservoir. The weeding of the watershed and the removal of shrubs and dead leaves have been carried on throughout the year. The introduction of fish is very desirable, but great care must be taken that they are of a suitable kind. In 1900 three Gourami (the sole survivors of a small consignment from Mauritius obtained by the Ceylon Fishing Club) were placed by the Chairman in the reservoir. Two of these still survive, and have increased remarkably in size.

The water is freely used by Fort residents, and householders are now anxious to have private water service to their houses. Thirty-four houses have already been so provided. If householders in general are to be so served, precautions must be taken to prevent waste of water. The quantity in the reservoir is limited, and is entirely dependent on a normal rainfall.

The rainfall during the year was 110·69 inches, and the supply of water in the reservoir was well maintained, but with the larger consumption of water that must take place when private service to houses is generally allowed, a long-continued drought might cause a complete failure of the supply. It will be necessary for the Council to place restrictions on consumption, and meters must be fixed to all houses which have a private service.

PUBLIC HEALTH.

The public health throughout the year has been, on the whole, satisfactory. There has been an absence of serious infectious diseases. Only two cases of smallpox occurred, both imported from Colombo. The first was a woman from a house in Norris road, where her son was attacked and removed to the Colombo hospital. The inmates of the house then dispersed, the woman came down to Galle with fever, and in a few days the disease developed. She was removed to hospital and died there. The other was a Moorman who came from Colombo Pettah, where the disease was prevailing. This man was also removed to hospital, and recovered. The prompt measures adopted by the Sanitary Officer effectually stopped the spread of the disease. The inmates of the houses where the cases occurred were vaccinated and re-vaccinated and removed to the house of observation, where they were kept at the charge of the Council until the period of incubation expired. The houses occupied by the patients (the Moorman moved from house to house to escape detection) were thoroughly disinfected as well as the clothes in the houses. People living in the neighbourhood were likewise vaccinated. Less vigilance and activity might have created a serious epidemic and cost many lives.

A few cases of dysentery and fever occurred at Maitipe and Kaluwella, probably caused by the ground in the former place that had lain fallow for years being turned up for planting and by the insanitary condition of the privies attached to the houses in the latter place. There was an epidemic of measles, chiefly confined to the Pettah police barracks. Chickenpox prevailed in all the wards, except the Fort. Thirty-two cases were reported, mostly in Wards 2 and 3. The health of the Fort was exceptionally good.

PLAGUE.

Precautions against the introduction of plague have not been relaxed. Dr. Anthonisz at a meeting in October moved that the Government be asked to take steps to cause native members of crews embarking at Bombay and other infected ports to be isolated on shore or on board for ten days before the vessel sails. This motion was carried, and recommended for the favourable consideration of Government.

The destruction of rats as a means of preventing the introduction of plague was continued: 1,224 rats were captured, making with those destroyed in the previous year a total of 4,383.

CENSUS.

The Census—the fourth decennial—was taken on the night of March 1. The population enumerated, excluding the shipping, amounted to 37,153, being an increase of 3,648 within the last decade, or 10·89 per cent. on the previous Census. The population of 1891 and 1901 in each of the wards was as follows:—

	1891.	1901.	Increase.	Decrease.
Ward No. 1	2,628	2,472	—	156
Do. 2	6,704	7,392	688	—
Do. 3	7,722	9,979	2,257	—
Do. 4	7,109	7,176	67	—
Do. 5	9,342	10,134	792	—
	33,505	37,153	3,804	156
Shipping	346	25	—	321
	33,851	37,178	—	477

The following extracts from the Chairman's report on the Census are appended:—

The relative proportion of the different nationalities has not changed. Although the Sinhalese leave Galle town for employment in the Western and Central Provinces, they return to their homes when they have earned a competence. The increase for the decade of nearly 10·9 per cent. is very much less than that of the Municipalities of Colombo and Kandy, and represents mainly the difference between birth-rate and death-rate without any influx from outside the town.

Galle has never recovered from the blow to its prosperity caused by the transfer of the mail steamers and the removal of the troops, and until the harbour improvements are effected, there is little prospect of any material change in its condition. Some improvement is however noticeable, as the trade in coir, cocoanut oil, and plumbago has advanced considerably. The latter trade has suffered quite recently from a sudden fall in prices, but it may be hoped that this is only temporary.

MISCELLANEOUS.

The Death of Queen Victoria, who was so universally loved and revered by her subjects of all classes and creeds, called forth an unprecedented outburst of sorrow. At a special meeting held on January 30 the Council passed the following resolution:—

The Council has received with the deepest sorrow the news of the lamented death of our beloved Queen-Empress Victoria, and desires to be permitted to offer to His Majesty the King-Emperor and to the Royal Family its most heartfelt sympathy in their bereavement.

Welcome to the Duke and Duchess of Cornwall and York.—The Council forwarded a letter of welcome, which was as follows:—

We, the Chairman and Members of the Municipal Council of Galle, desire to be permitted to offer to Their Royal Highnesses the Duke and Duchess of Cornwall and York a most hearty welcome to Ceylon, and regret that the inhabitants of this town, the most ancient seaport in the East, cannot hope to be honoured by a visit from Their Royal Highnesses, and that they will therefore have no opportunity of publicly testifying their loyalty and devotion to the British Crown.

In acknowledging receipt of this address, the Private Secretary to the Duke, by his direction, conveyed to all who associated themselves in offering this address the expression of Their Royal Highnesses' sincere thanks, and their regret that time did not permit them to visit Galle to personally thank the inhabitants for their loyal and kindly greeting.

Golf on the Esplanade.—The want of open spaces for recreation is much felt. The esplanade is insufficient for the purpose, and considerable discussion was caused by a proposal to prohibit the game of golf on the esplanade in the afternoons on account of a few accidents which had occurred. Dr. Ludovici, the Member for the Fort Ward, brought up the matter for consideration. After some correspondence it was decided to allow golf to be played in the afternoons of Mondays, Tuesdays, and Fridays.

Mohammedan Burial Grounds.—Upon authority given by the Council, the Chairman caused an order to be issued to the trustees of burial grounds to enclose them with walls provided with locked gates. Notice was accordingly issued on November 19, and the work of building walls was undertaken by the trustees.

Revision of By-laws.—As stated in my last report the Legislative Council disapproved of the by-laws being embodied in an Ordinance, and an Ordinance, No. 8 of 1901, was passed, which enacted that the by-laws after being sanctioned by the Governor in Executive Council should be published in the *Government Gazette* in English, Sinhalese, and Tamil, and be then laid on the table of the Legislative Council for forty days if it be in session. If the by-laws be not amended or annulled by the Council, they are to be proclaimed in two successive issues of the *Government Gazette* in English, Sinhalese, and Tamil, and then come into force.

The delay caused in procuring sanction of the revised by-laws has been very disappointing. Since 1891 the Council has been endeavouring to have the by-laws amended, but from various causes the desired end has not even yet been secured.

The thanks of the Chairman and of the ratepayers of Galle are due to the Councillors for the care with which they have discharged their duties. I may specially mention the Member for the Hirimbura Ward, who has attended every meeting, and has missed no opportunity of furthering the cause of sanitation.

GEORGE M. FOWLER,
Chairman.

May 12, 1902.

APPENDIX.

No. 1.—General Account.

A.—Comparative Statement of Revenue for 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	4,408 10½	16,858 43½	12,450 33	—
Taxes.				
Lighting rate ...	4,750 27	4.504 13	—	246 14
Vehicle and animal tax ...	3,061 25	2,364 25	—	697 0
Road tax, including fines ...	11,046 50	11,093 0	46 50	—
Dog tax	187 40	338 58	151 18	—
	19,045 42	18,299 96	197 68	943 14
Tolls.				
Paraduawatta toll ...	8,408 34	8,186 35	—	221 99
Morawak korale road toll ...	3,825 0	2,800 0	—	1,025 0
Gintota toll ...	5,625 0	5,504 99	—	120 1
	17,858 34	16,491 34	—	1,367 0
Stamp Duties and Fees.				
Carriages for hire ...	418 0	304 0	—	114 0
Hackeries for hire ...	1,572 25	1,349 0	—	223 25
Boats	182 40	188 10	5 70	—
Carts and coaches ...	2,371 20	1,915 20	—	456 0
Butchers	42 75	47 50	4 75	—
Firearms	36 82	22 57	—	14 25
Sale of intoxicating liquors	2,256 25	2,275 25	19 0	—
Opium	7,600 0	—	—	7,600 0
Supreme Court proctors' certificates ...	85 50	85 50	—	—
District Court proctors' certificates	726 75	555 75	—	171 0
Notaries' certificates ...	95 0	95 0	—	—
Warrants to proctors ...	47 50	47 50	—	—
Jinrickshas	47 50	57 0	9 50	—
Petroleum	183 0	223 0	40 0	—
Auctioneers and brokers ...	280 0	200 0	—	80 0
Taverns	6,175 0	6,175 0	—	—
Special license to slaughter cattle	—	6 65	6 65	—
Warrants to notaries ...	47 50	—	—	47 50
	22,167 42	13,547 2	85 60	8,706 0
Market Licenses.				
Fish market and fish auction shed	4,818 70	5.005 80	187 10	—
Meat market ...	335 0	351 25	16 25	—
Refuse meat market ...	117 50	120 0	2 50	—
Green market ...	1,908 0	1,932 75	24 75	—
Fort market ...	319 50	386 18	66 68	—
Private markets ...	232 0	314 50	82 50	—
Betel shed fees ...	232 63	238 35	5 72	—
Dewata markets ...	91 75	93 25	1•50	—
Fruit market ...	1,748 50	1,364 52	—	383 98
	9,803 58	9,806 60	387 0	383 98
Slaughter-house Licenses.				
Slaughter-house ...	425 0	427 50	2 50	—
Pounding and feeding cattle	850 82	838 39	—	12 43
Special license to slaughter cattle	21 25	18 75	—	2 50
	1,297 7	1,284 64	2 50	14 93
Miscellaneous Licenses.				
Grazing cattle ...	257 50	294 25	36 75	—
Offensive and dangerous trades	73 0	94 0	21 0	—
	330 50	388 25	57 75	—
Fines.				
Judicial fines ...	1,153 13	1,510 83	357 70	—
Fines on contractors ...	59 77	48 50	—	11 27
	1,212 90	1,559 33	357 70	11 27
Rents.				
Bathing wells ...	200 0	150 0	—	50 0
Pavilion ...	86 0	84 0	—	2 0
Ticket of occupancy ...	1 0	1 0	—	—
Breadfruit trees ...	55 0	—	—	55 0
Boutiques at bazaar ...	72 0	72 0	—	—
	414 0	307 0	—	107 0

Miscellaneous.	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Sale of disinfectants ...	20 29	20 28	—	0 1
Sale of carriage fare tables ...	72 50	51 50	—	21 0
Interest ...	422 62	614 52	191 90	—
Sale of chimneys and wicks...	1 20	—	—	1 20
Sundry receipts ...	220 58	873 15	652 57	—
Fees for working public latrines	1,422 0	1,348 0	—	74 0
Fees for working private latrines	1,784 76	2,023 19	238 43	—
Tennis court fees ...	76 25	73 75	—	2 50
Sale of building lots, Havelock place ...	1,690 0	135 0	—	1,555 0
Sale of house rubbish ...	52 50	—	—	52 50
	5,762 70	5,139 39	1,082 90	1,706 21
Cemetery.				
Burial fees	346 25	299 0	—	47 25
Total ...	83,046 28½	83,980 96½	2,171 13	13,286 78
Total exclusive of previous year's balance	78,238 18	67,122 53	—	2,171 13
				11,115 65

No. 1.—General Account.

B.—Comparative Statement of Expenditure for 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Establishment ...	5,614 55	4,914 88	—	699 67
Pensions	1,534 99	1,544 99	10 0	—
General Office Expenses.				
Stationery, cheque book, printing, advertisements, audit of accounts, furniture, petty expenses ...	1,256 10	1,174 46	—	81 64
Revenue Services.				
Commission to road tax collectors ...	1,075 35	955 3	—	120 32
Commission to vehicle and animal tax collectors ...	108 95	32 92	—	76 3
Arresting road tax defaulters	108 0	164 0	56 0	—
Tom-tom beater ...	23 76	33 66	9 90	—
Tin plates for carts and carriages ...	131 82	130 66	—	1 16
Commission to collector of fees for private latrines ...	60 29	100 0	39 71	—
Commission to dog tax collectors ...	4 89	8 54	3 65	—
	1,513 6	1,424 81	109 26	197 51
Lighting.				
Lighting within Police limits	3,835 62	4,772 39	936 77	—
Commission to lighting rate collector... ...	317 18	200 68	—	116 50
New lamp-posts, lamps, burners, &c.	1,282 18	215 0	—	1,067 18
Repair	94 30	3 87	—	90 43
	5,529 28	5,191 94	936 77	1,274 11
Sanitary Charges.				
Sweeping and scavenging Fort	2,032 5	2,586 26	554 21	—
Sweeping and scavenging suburbs	3,384 0	3,780 0	396 0	—
Sweeping and scavenging Wards Nos. 3, 4, and 5 ...	512 42	513 16	0 74	—
Conservancy of public latrines	3,613 57	3,717 26	103 69	—
Conservancy of private latrines	2,372 87	2,867 69	494 82	—
Buckets for latrines ...	372 16	371 0	—	1 16
Watering streets ...	58 54	79 4	20 50	—
Sanitary contingencies ...	154 59	859 27	704 68	—
Plague precautions ...	810 92	79 96	—	730 96
Disinfectants ...	459 39	296 72	—	162 67
Salaries	4,080 0	4,140 0	60 0	—
	17,850 51	19,290 36	2,334 64	894 79

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Market Charges.				
Salary of market master ...	250 0	250 0	—	—
Rent of Fort market ...	240 0	240 0	—	—
Whitewashing markets ...	180 0	180 0	—	—
Market coolies ...	114 59	168 63	54 4	—
	784 59	838 63	54 4	—
Slaughter-house Charges.				
Salary of slaughter-house keeper	360 0	360 0	—	—
Grass for cattle in pound ...	452 6	425 94	—	26 12
	812 6	785 94	—	26 12
Miscellaneous.				
Band	960 0	960 0	—	—
Fire brigade ...	360 0	354 64	—	5 36
Inspectors' uniforms ...	119 58	79 3	—	40 55
Proctors' fees and stamps ...	250 0	275 25	25 25	—
Upkeep of clock tower ...	40 0	194 51	154 51	—
Destroying stray dogs ...	290 54	352 30	61 76	—
Time gun	221 72	243 50	21 78	—
Assessment tax on Municipal buildings ...	592 25	592 25	—	—
Water-rate on Municipal buildings ...	74 75	74 75	—	—
New carts and repair of old	988 89	1,015 0	26 11	—
Tools	145 7	47 74	—	97 33
Horse allowance ...	1,820 0	1,820 0	—	—
Contingencies ...	285 44	681 55	396 11	—
Acquisition of land ...	1,032 50	4,686 50	3,654 0	—
Interest on loan ...	600 0	1,786 19	1,186 19	—
	7,780 74	13,163 21	5,525 71	143 24
Public Works.				
Salaries	2,630 0	2,630 0	—	—
Upkeep of roads ...	9,995 69	10,712 6	716 37	—
Upkeep of bridges ...	227 91	1,758 96	1,531 5	—
Upkeep of Municipal buildings	847 93	582 89	—	265 4
Clearing canals ...	768 0	1,184 80	416 80	—
Improving drainage and sanitation, Fort ...	1,488 83	867 93	—	620 90
Improving drainage and sanitation, suburbs ...	189 31	1,058 76	869 45	—
Minor works and improvements	1,045 73	854 76	—	190 97
Clearing rampart walls ...	184 36	176 91	—	7 45
Windmill	174 50	161 76	—	12 74
Victoria Park ...	827 11	795 45	—	31 66
Additional latrines ...	—	500 0	500 0	—
New roads and improvement of old	425 69	816 17	390 48	—
Metalling Kumbalwella and Kandewatta roads ...	434 2	—	—	434 2
Rebuilding Hirimbura road bridge	639 0	1,000 18	361 18	—
Filling portion of esplanade	279 48	—	—	279 48
Building retaining wall, Keppu-ela ...	2,439 0	—	—	2,439 0
Planting shade trees ...	—	163 46	163 46	—
Building a slaughter-house	—	1,788 0	1,788 0	—
Renewing fish auction shed	—	830 0	830 0	—
Building a market at Kaluwella	—	578 42	578 42	—
Erecting hurdles at esplanade	—	496 14	496 14	—
	22,596 56	26,956 65	8,641 35	4,281 26
Cemeteries.				
Salary of cemetery-keepers	780 0	780 0	—	—
Upkeep of cemetery ...	135 41	148 89	13 48	—
	915 41	928 98	13 48	—
Total ...	66,187 85	76,214 76	17,625 25	7,598 34
Less Decrease ...	—	—	7,598 34	—
		Net Increase ...	10,026 91	

Assessment Account.

C.—Comparative Statement of Revenue for 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	985 95	2,635 72	1,649 77	—
Assessment tax—arrears ...	2,417 14	1,940 3	—	477 11
Assessment tax—four quarters ...	9,458 48	9,320 51	—	137 97
Assessment tax on Municipal buildings ...	592 25	592 25	—	—
	13,453 82	14,488 51	1,649 77	615 8

Comparative Statement of Expenditure for 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Police bill for second half of previous year ...	4,142 69	4,345 45	202 76	—
Police bill for first half of current year ...	4,289 61	4,408 26	118 65	—
Pay of four rural constables ...	940 96	959 99	19 3	—
Assessment clerk ...	520 0	560 0	40 0	—
Stationery and printing ...	132 15	136 49	4 34	—
Commission to collectors ...	792 69	501 81	—	290 88
House numbers	—	29 64	29 64	—
	10,818 10	10,941 64	414 42	290 88

Waterworks Account.

D.—Comparative Statement of Revenue of 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Balance of previous year ...	2,522 67½	2,148 44½	—	374 23
Water-rate—arrears ...	699 95	493 88	—	206 7
Water-rate—four quarters ...	2,717 84	2,597 59	—	120 25
Water-rate on Government buildings	1,051 20	1,051 20	—	—
Water-rate on Municipal buildings	74 75	74 75	—	—
	7,066 41½	6,365 86½	—	700 55

Comparative Statement of Expenditure of 1900 and 1901.

	1900. Rs. c.	1901. Rs. c.	Increase. Rs. c.	Decrease. Rs. c.
Pay of overseer, watcher, and coolies	596 64	584 37	—	12 27
Clearing jungle	536 95	434 25	—	102 70
Incidental expenses, repairs, &c....	88 80	413 61	324 81	—
Interest on loan ...	3,500 0	5,250 0	1,750 0	—
Commission to collector ...	195 58	170 65	—	24 93
	4,917 97	6,852 88	2,074 81	139 90

E.—Loan Account brought up to December 31, 1901.

	Rs. c.
First instalment of loan	10,000 0
Second instalment of loan	6,000 0
Third instalment of loan	5,000 0
Fourth instalment of loan	20,000 0
Sale of materials	249 15
	41,249 15

	Rs. c.
Building Pettigalla-ela with stone ...	3,058 1
Building wall on banks of Keppu-ela ...	2,705 70
Constructing a road on banks of Keppu-ela...	2,994 35
Rebuilding side drains of China Garden road	1,220 71
Rebuilding drain on southern boundary of China Garden	703 40
Cost of land acquired in Fort ...	14,698 16
Cost of opening roads and alleys in Fort ...	793 97
	26,174 30
Balance ...	15,074 85
	41,249 15

F.—Comparative Statement of Revenue and Expenditure, 1892-1901.

Year.	Revenue. General Account, exclusive of previous Year's Balance.	Revenue. Assessment Account, exclusive of previous Year's Balance.	Revenue. Water-works Account, exclusive of previous Year's Balance.	Revenue. General Account, including previous Year's Balance.	Revenue. Assessment Account, including previous Year's Balance.	Revenue. Water-works Account, including previous Year's Balance.	Expenditure. General Account.	Expenditure. Assessment Account.	Expenditure. Water-works Account.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1892 ...	48,108 53	11,294 69	—	53,673 16	13,071 94	—	47,157 70	10,730 57	—
1893 ...	59,667 89	10,753 14	—	66,183 35	13,094 51	—	54,431 7	12,146 86	—
1894 ...	66,371 31	11,100 65	—	78,123 59	12,048 30	—	62,803 74	10,613 94	—
1895 ...	60,691 58	10,214 38	—	76,011 43	11,648 74	—	64,560 78	11,011 37	—
1896 ...	56,686 19	12,038 79	1,285 0	68,136 84	12,676 16	1,334 12	58,608 31	8,204 12	1,240 85
1897 ...	58,448 2	11,666 95	1,899 17	67,976 55	16,138 99	1,948 29	66,762 62	11,542 80	1,016 27
1898 ...	63,681 31	11,383 54	5,732 31	64,895 24	15,979 73	6,664 33	62,845 88	15,602 68	4,716 16
1899 ...	66,916 56	11,339 10	5,606 79	68,968 92	11,716 15	7,554 96	64,160 76	10,730 20	5,032 29
1900 ...	78,238 18	12,467 27	4,543 74	83,046 28	13,453 22	7,066 41	66,187 85	10,818 10	4,917 97
1901 ...	67,122 53	11,852 79	4,217 42	83,980 96	14,488 51	6,365 86	76,214 76	10,941 64	6,852 88

G.—Permanent Repair of Roads.

	Length of Road. Miles.	Repaired Lines.
Fort streets' ...	2·75	Metalled 17½ and gravelled 3½
Old and New gate road ...	·75	Metalled 9½
Market roads ...	1	Metalled 15
Hirimbura road ...	3·50	Metalled 59½
Wakwella road ...	2	Metalled 14
Kumbalwella road ...	1·25	Metalled 1 and gravelled 2
Kandewatta road ...	·50	Metalled 13½
Bope road ...	2 25	—
Circular road ...	2	—
Havelock road ...	·13	Metalled 14½
Cripp's road ...	·75	Metalled 5¼
China Garden roads ...	·25	—
Morris road ...	2·25	—
Elliott road ...	1	Metalled 12¼
Kon tree road ...	·50	—
Hirimbura cross road ...	1·50	Metalled 9¼ and gravelled 18
Dickson road ...	·75	—
Jail road ...	·50	—
Temple road ...	·25	—
Hume road ...	·50	—
Pitigallewatta roads ...	·17	—
Kitulampitiya road ...	·75	—
Steele road ...	·50	—
D. Jansz road ...	·25	—
Hall road ...	·50	—
Talapitiya road ...	·50	Gravelled 14
Abeysundere lane ...	—	Gravelled 4½

H.—Progress Report of Works brought up to December 31, 1901.

Heads of Expenditure.	Amount of Vote.	Expenditure in December, 1901.	Expenditure up to December 31, 1901.	Balance.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Upkeep of roads	10,715 0	584 36	10,712 6*a* ...	2 94
Upkeep of bridges	1,763 0	1,079 4	1,758 96*b* ...	4 4
Upkeep of Municipal buildings ...	963 82	214 8	582 89*c* ...	380 93
Renewing Hirimbura bridge	1,000 18	—	1,000 18*d* ...	—
Clearing canals	1,450 0	168 70	1,184 80*e* ...	265 20
Improving drainage and sanitation, Fort ...	880 0	92 90	867 93*f* ...	12 7
Improving drainage and sanitation, suburbs ...	1,181 0	—	1,058 76*g* ...	122 24
Minor works and improvements	1,530 0	576 78	854 76*h* ...	675 24
Victoria park	810 0	67 70	795 45 ...	14 55
Whitewashing markets	180 0	8 50	180 0 ...	—
New carts and repair of old	1,050 0	128 25	1,015 0*i* ...	35 0
Planting shade trees	200 0	72 70	163 46*j* ...	26 54
New roads and improvement of old	885 0	227 87	816 17*k* ...	68 83
Building a slaughter-house	1,800 0	—	1,788 0 ...	12 0
Sanitary improvement chargeable to loan ...	27,700 0	652 90	12,625 27*l* ...	15,074 05

(*a*) Metalled 218¾ lines, used 808 cubes of metal; gravelled 47 lines, used 279 cubes of gravel; patched 377½ squares of road; trimmed sides 1,182½ lines; cleared side drains 1,166½ lines; trimmed and lowered sides 606½ lines; levelled wheel tracks 95 lines; removed landslips at Dickson and Hume roads; cleared outlet of drains at Kaluwella; spread and rolled gravel 26½ squares and 36¼ lines; cleared jungle 363½ lines; cut scupper drains 32 lines; spread and rolled metal 4¼ lines; cut branches of trees 137 lines.

(*b*) Purchased two na beams and 140 planks; fixed loose planks in five bridges; repaired footbridge and Mihduwa bridge, and repairing Att-oya bridge.

(*c*) Rethatched fish auction shed and refuse meat market; repaired Fort market betel shed, Dewata market, fruit market, and gate to cattle pound; provided a new padlock to cattle pound gate; repaired shed in cattle pound, cooly lines, bathing wells, and refuse meat market.

(*d*) Removed Hirimbura road bridge; rebuilt a new one.

(*e*) Cleared Parana-ela, Keppu-ela, and Moragoda-ela.

(*f*) Cleared sewers of Pedlar and Lighthouse streets; built manholes to Pedlar, Lighthouse, and Church Cross street sewers; repair of sewer in Church Cross street; repaired drains in Middle, Lighthouse, Queen, Great Moderbay, and Rampart streets; purchased 50 stone slabs for drain in Middle street.

(*g*) Built China Garden side drains; repaired cross drain in Havelock place; rebuilt a culvert in China Garden road; repaired China Garden Rope Walk drain; cleared drains at Talapitiya and esplanade; built drains in Fowl street.

(*h*) Repaired a water barrel; cut down old suriya trees; made a model rubbish box; provided a pump for flushing bazaar drains; painted garden seats; provided six garden seats and six bells; repaired railings of carriage stand at Kaluwella; paving bazaar triangle; painted railings round pavilion and repaired them.

(*i*) Repaired six scavenging carts, two hand carts, five latrine carts, two water carts; built one wooden hand cart, four iron hand carts, two scavenging carts, and two water carts.

(*j*) Provided fences to plants, including 13 tree guards.

(*k*) Built a culvert in Keppu-ela new road and in Hirimbura road; built retaining wall to Keppu-ela; raised and formed portions of Wakwella, Hirimbura, and Abeyesundere roads; and widened the latter road; built a culvert to new road at Talapitiya and forming the road; gravelled Keppu-ela new road.

(*l*) Compensation for land acquired in Fort; cost of opening roads and alleys in Fort.

.—Comparative Return of Collections under the Road Ordinances for 1900 and 1901.

		1900.		1901.
1.	Number of names borne on division officers' returns ...	8,146	...	8,424
2.	Number of persons exempted from labour ...	83	...	141
3.	Number of names borne on division officers' returns less exemptions—1 less 2	8,063	...	8,283
4.	i. Paid commutation	7,161	...	7,111
	ii. Performed labour	—	...	3
	iii. Fined	23	...	17
	iv. Imprisoned	1	...	—
	v. Total of i., ii., iii., and iv., being number of persons who discharged their liability	7,185	...	7,131
5.	Percentage of 4 (v.) to 3	88·8	...	86·0
6.	Accounted for as died, paid elsewhere, double entries, erroneous entries, discharged, &c.	544	...	655
7.	Unaccounted for on last day of half-year	334	...	496

J.—Classified Statement of Prosecutions instituted by Municipal Officers in 1901.

Complainant:	Municipal By-laws, Ch. XI., 1, 2; XVIII., 6, 7, 22; XXI., 2; XXIV; XXV., 1.	Ordinance No. 7 of 1887, Sections 182, 205, 206, 209; Ordinance No. 1 of 1896, Section 30.	Ordinance No. 15 of 1862, Section 1 (1), (3), (5), (7), (12).	Ordinance No. 10 of 1861, Section 94 (3), (4).	Ordinance No. 8 of 1866, Section 3.	Ordinance No 2 of 1883, Section 271.	Ordinance No. 9 of 1899, Section 41.	Total.
Inspector Ward No. 1 ...	7	5	2	1	2	1	—	18
Do. No. 2 ...	14	5	15	2	2	1	—	39
Do. No. 3 ...	2	—	2	2	2	—	2	10
Do. No. 4 ...	4	1	—	—	—	—	—	5
Do. No. 5 ...	1	—	2	—	—	—	—	3
Market Master ...	6	—	—	—	—	—	—	6
	34	11	21	5	6	2	2	81

K.—Quarterly Reports of C. E. de Silva, M.B., M.R.C.S., Sanitary Officer.

Quarter ended 31st March, 1901.

General Health.—There was an epidemic of measles, chiefly confined to the Pettah police barracks. In measles the infection is greatest in the earliest stage before the appearance of the eruption and persists down to the time the rash fades. It seems quite apparent therefore that if a child gets measles the inoculation of every susceptible member of his family is inevitable, and to a less extent school children or others with whom the patient mingles. Therefore, given a single case of measles, a localized epidemic of some extent is almost inevitable. In blocks of buildings like the police barracks the spread of infection is greatly facilitated owing to the want of sufficient light and ventilation and defects in construction. Isolation in such small, dark, ill-ventilated rooms, with other families living in adjoining rooms, is not of much use. Nevertheless, an attempt at isolation of the early cases in an isolation block away from the barracks seems quite necessary.

Chickenpox was prevailing in Wards Nos. 2, 3, and 4.

Five inmates of a house at Nugadowa, who had returned from a smallpox infected house at Haliwella, were kept under observation and released on March 8, 1901. None of them developed smallpox as they had left the house as soon as the mother, who went to Colombo and stayed with the son who had an attack of smallpox, got fever.

Three cases of dysentery were reported from Dadalla in the same locality, where some were reported in October.

Scavenging was done satisfactorily, but the carts do not come early enough to the Fort.

Markets were kept clean.

Municipal Latrines were kept clean, but the surroundings of the female latrine on the hill behind the rice kittangies and the site of the old latrine on the top of the hill are used as latrines owing to the insufficiency of latrine accommodation. Another female latrine is required close to the existing one, which has to accommodate all the female residents of the locality as well as the basket women and others who come from the interior to buy and sell things about the bazaar. A male latrine is required close to the China Garden female latrine. There is no latrine in the Fort. Considering the number of people coming to the Courts and Kachcheri on business, it is necessary to have a male and female balcony latrine between the police station and the Master Attendant's Office.

Quarter ended June 30, 1901.

General Health.—Few cases of measles and chickenpox were reported during the quarter. The epidemic of measles was chiefly confined to the police barracks, and is a continuation of that reported in my last quarterly report.

The infectious diseases hospital, which is supposed to have isolation accommodation for cases of measles, chickenpox, smallpox, and other infectious diseases, is a source of danger to the public, and the accommodation is totally inadequate. The sanitary arrangements are very defective and primitive, and there are no facilities for disinfection, which is most necessary in an infectious diseases hospital. There are three isolation blocks close to each other with accommodation for 18 or 24 patients, male and female, and for all the infectious diseases. If the males and females are isolated in the same block even, only those suffering from three infectious diseases could be admitted. When any cases of smallpox are being treated, then it is most unsafe to admit patients suffering from chickenpox and measles to the other two wards, as they might also develop smallpox owing to the close proximity of the sheds. The ground is very low and porous, and the floor of the wards is neither bricked nor cemented, consequently infectious matter gets absorbed and is retained in the soil. The floor cannot be washed or disinfected, and those who enter a ward, even when there are no patients, are in danger of catching infection. The infection may be carried in shoes with the loose sand that sticks. There are no drains at all, and refuse water also gets absorbed into the soil. There is no bathroom, and the patients have to be bathed in the ward itself. The infected water also gets absorbed into the soil, and the accumulation of septic matter in the soil will act very injuriously on patients. The walls and roof are of cadjan, which breed vermin and harbour infection. There is no possibility of disinfecting the wards except by burning the whole shed down. Excrement of patients is also buried in the premises. There should be a small incinerator for the destruction of sweepings, excrement, infected rags, &c., and a proper disinfecting apparatus for the disinfection of the clothes of attendants, constables, &c. There is no wall round the hospital to prevent ingress and egress. There are dwelling-houses also in close proximity to the hospital, which is too close to the Colombo road. These houses were in existence before the sheds were put up. The drainage from the premises is towards the general cemetery, and the surface water might carry infective matter to the cemetery and infect grave diggers and those attending funerals.

A hospital for infectious diseases to fulfil its proper purpose of sanitary defence must be ready to hand at any moment, must be prepared and in working order beforehand, and not taken in hand when the disease has already made its appearance. The same scrupulous attention to good ventilation, lighting, and all the various details which conduce to cleanliness and a healthy condition are equally necessary to all hospitals. But in the case of hospitals for infectious diseases there are certain points of arrangement and certain requirements which are special to the class and need to be carefully attended to. The patients are received, not primarily for their own sake, but for the sake of others, in order to prevent them from becoming a source of danger to the community. They should be removed to a place more healthy and comfortable than their own houses and not to a hospital, which is a source of danger to the public as well as to the patients.

Scavenging.—Outside the Fort scavenging of house refuse is not properly attended to. Only the street sweepings are scavenged in most places. House refuse is thrown on the sea beach or stored in gardens. Accumulations of refuse in the gardens and sea beach endanger the public health. There are no facilities for the scavenging cart to go inside most gardens, and the carts are not regular in visiting the different localities. These visits should be paid at fixed hours and a bell should be fixed to the carts. The people then know when to be ready with the refuse. For the use of those living at some distance from the road dust boxes should be fixed at convenient distances.

Municipal Latrines are kept clean, but a sufficient quantity of dry-earth is not used, and the latrines smell towards evening. The latrine overseer should see that latrine coolies put a sufficient quantity of dry-earth and disinfectants into the buckets. The coolies should also prevent people from committing a nuisance outside the latrines.

Markets.—The market drains are not flushed properly and regularly. The flushing should be daily attended to; most of the drains are simply swept out and not flushed. The Sea street drains have no proper fall, and filthy water lodges at different places.

Quarter ended September 30, 1901.

General Health.—Few cases of measles and chickenpox were reported during this quarter. On July 18, one S. M. G. Deona, who returned to the dhobies' quarter, Kaluwella, from No. 7, Norris road, Pettah, on the 11th instant, developed smallpox. Her son Charles was said to have been removed to the smallpox hospital from No. 7, Norris road, about a fortnight before. The patient was removed to the smallpox hospital, where she died on the morning of August 2, of a severe attack of confluent smallpox. As soon as this case was detected, the healthy inmates of the house, those of the

neighbouring houses, and two other families who had come from the Pettah lately, were re-vaccinated successfully. Disinfection of the house, clothes, &c., was attended to. The neighbours and contacts were kept under observation until the lapse of the quarantine period, and no one contracted the disease owing to the prompt adoption of these precautions.

On July 26, one Sinnatamby Ahamadu, a boutique-keeper, who returned to Gintota from house No. 15, Third Cross street, Pettah, four days before, developed smallpox. One Abdul Carim was said to have been removed to the smallpox hospital from house No. 15, Third Cross street, Pettah, four or five days before his arrival in Gintota. Ahamadu had fever six days before, and left Colombo soon after, and on reaching Gintota by train stayed in his mother's house, a boutique on the high road at Gintota, and as soon as the eruption appeared removed to another house, and from thence to a house just outside the Municipal limits to evade removal to hospital. The man was removed to hospital, where he recovered. The contacts were re-vaccinated and removed to the house of observation at Katugoda and kept under close surveillance owing to the fear of their running away and spreading the disease. The houses in which the patient stayed were disinfected, with the clothes, &c. The neighbours were re-vaccinated and kept under observation in their own houses. In the case of this Moorman, who changed from house to house, and who was in concealment for a few days, the infection would have spread, and a widespread epidemic would have been the result, if not for the prompt measures adopted.

In this connection I may mention that the infectious diseases hospital, to which I drew attention in my last quarterly report, is in a worse state, the cadjan sheds are tumbling down, and the accommodation is more limited. Only two sheds being available for the treatment of males and females suffering from all the infectious diseases, these two sheds have been used for smallpox cases, and they cannot be used for isolating other cases of infectious diseases. The roof of one shed has been damaged by the falling of a cocoanut tree. No time should be lost in providing healthy accommodation for the isolation of all cases of infectious diseases before an epidemic or epidemics break out.

The corpse of the patient who died of smallpox was buried in a wooden coffin in the general cemetery owing to the want of room in the hospital premises. This is a very dangerous procedure; such corpses should be cremated or buried in zinc coffins within the hospital premises.

In August few cases of fever were reported from the houses bordering the sea, opposite the Kaluwella mosque. Some of these houses have no privies, and the existing privies are open ones, communicating with the sea at certain season only. These privies are very objectionable and insanitary. Pigs and dogs which have access to these cesspits might carry infection with them. The sea beach all along is extensively polluted by human excrement and house refuse owing to the absence of proper privy accommodation and facilities for the scavenging cart to enter at certain season, and during low tide excrement deposited on the sea beach and the open cesspit is not washed away, but dries up and is wafted about with the breeze. The fæcal odour is very strong at such times, and the cause of the fever is, in my opinion, diffusion of fæcal matter by the wind. To remedy this evil the dry-earth system should be enforced in all the houses along the sea beach, from the house of observation to the Civil Hospital, Mahamodara. This locality is thickly populated, and has the kind of open privy mentioned in some houses and no privies in some, with extensive pollution of the sea beach all along. To facilitate scavenging and the removal of night soil a road or lane is also necessary along the sea beach.

Three cases of dysentery occurred in house No. 118, Kaluwella, in the locality above referred to, due to the same cause. In September an epidemic of dysentery was reported from Maitipe in Ward No. 4, about 3 miles from the Fort. There is an extensive tract of paddy land, the soil of which had been turned up preparatory to cultivation. Owing to the drought and consequent drying up of this tract of paddy land unhealthy emanations were given off, and those living in the neighbourhood contracted dysentery. The epidemic was confined chiefly to children in bad health suffering from worms. The necessary precautions were taken and the epidemic gradually subsided.

Quarter ended December 31, 1901.

General Health.—The epidemic of dysentery reported in the last quarter at Maitipe continued during the early part of October, and six cases were reported from the same locality. Eleven cases of chickenpox were reported during this quarter. Three cases of leprosy were reported, these being old cases of several years' standing, which I had recommended removal to the Leper Asylum. This loathsome disease seems to be on the increase, and stringent measures should be adopted to check the spread of it. I first drew attention to this matter in my report for the last quarter of 1897. Consumption is another infectious disease, to which I drew attention in the same report. Notification should be made compulsory in these cases, and isolation and disinfection are essential, as a whole household might easily get infected from one case. Where consumptives shift from house to house thorough disinfection of the houses is absolutely necessary for the safety of those who occupy such houses afterwards, as they run the risk of getting consumption through the agency of the sputum, which dries up and is carried into the atmosphere. The bacilli in the sputum are very tenacious to life. The spores are very resistant to disinfectants, and may live for years under favourable conditions. The importance of disinfection and destruction of the sputum is quite apparent. In some civilized countries even spitting on the pavement is not allowed—a proof of the realization of the dangers to the public health.

The health of the Fort residents is greatly improved after the introduction of the dry-earth system, which I have been recommending since 1892 (report for last quarter), and which is now worked in about 207 houses without causing any nuisance. A new road has been opened from Lighthouse street to Church street, and two alleys to the north and south of it. These greatly improve light and ventilation, and facilitate scavenging of house refuse, drainage, and the working of the dry-earth system. Some more roads and alleys are to be opened up after the acquisition of land, and this will greatly improve the sanitary condition of the Fort. I have been recommending the opening of roads in the Fort since 1896 (report for the first quarter), and no time should be lost in completing this work.

Scavenging and sweeping not satisfactorily attended to outside the Fort. Flushing of market drains and built drains outside the Fort is not done regularly and satisfactorily. Municipal latrines were kept clean, disinfectants and dry-earth should be more liberally used.

L.—Removal of Night Soil from Dry-earth Latrines.

Duties of Manager.

1. To keep a diary of all his work.
2. To organize the night service; to arrange the time table for coolies' work for the Chairman's approval; to suspend the night men for misconduct or any other cause and report them for dismissal; to supervise the work of the overseers.
3. To organize arrangement for the delivery of coir and sawdust.
4. To keep a register of houses where the dry-earth closets are worked, in the form approved by the Chairman.
5. To issue monthly receipts for the collection of latrine fees.
6. To attend to all applications for the introduction of the dry-earth system into houses, and all notices of householders of discontinuance of same.
7. To check and be responsible for all accounts of the department.
8. To inquire into and remedy all complaints made by householders.
9. To keep a complaint book and record in it how each complaint has been dealt with.
10. To submit weekly—
    (*a*) Diary of the week's work.
    (*b*) Report on condition of the bulls employed in drawing latrine carts.
    (*c*) Report on the condition of the carts.
    (*d*) Report on stores of coir dust, &c., and disinfectants in store.
    (*e*) Report on the condition of the public latrines.
    (*f*) Report on condition of the night soil depôt at Bataduwa.
11. To fix time tables for all latrine work for the Chairman's approval. In all office duties the Manager is subordinate to the Secretary, and will be under his orders.
12. To cause the trenches at the night soil depôt to be dug and prepared whenever it is necessary to do so.
13. The Manager shall be personally responsible to the Chairman for the efficient working of the Health Department.

Duties of Overseers.

1. Each overseer shall provide a sufficient number of coolies for the removal of night soil from the public and private dry-earth closets and latrines in his division at the time appointed therefor.
2. He is responsible that coolies under him remove the night soil from appointed places without causing any nuisance to the public or householders.
3. He is responsible that the coolies muster at the proper time and place.
4. He is responsible for the coolies calling punctually and regularly at each premises in the order specified in the "time table," and the work being properly done to the satisfaction of the Chairman.
5. He is responsible for the coolies emptying, cleaning, and disinfecting the buckets before returning them to the place from which they were taken, and for a sufficient quantity of coir dust, &c., being supplied to each latrine. He shall also see that the latrines are kept clean.
6. He is responsible for the due removal of night soil at the appointed time from each premises in his division where the dry-earth system is in operation.
7. If a cart or cooly fails to attend at the proper time and place, the overseer is required to provide such requirements and to see that the conservancy and removal of night soil is carried out without any delay, the Council undertaking to pay for such service on the Chairman being satisfied with the correctness of the charge incurred therefor.
8. Each overseer is required to keep a check-roll for marking the attendance or non-attendance of every cooly in his division. The check-roll must be filled up before the coolies start work.
9. If a cooly is absent from any cause or is interdicted from duty by his superior officer, the overseer will be required to place another in his place without delay.
10. The overseer is responsible for the proper removal, disinfection, and disposal of night soil until it reaches the Bataduwa depôt.

Duties of Coolies.

1. Each cooly will be assigned a certain number of houses not exceeding twenty. This may from time to time be increased according to the Chairman's discretion.
2. He must be punctual at places of muster.
3. He must perform any duty required of him in connection with the removal, disinfection, and due disposal of night soil.
4. When visiting houses he should remove the buckets with as little noise as possible. A cooly disorderly or creating a disturbance or unnecessary noise will be severely punished.
5. A cooly when attending to the cleansing of buckets from private houses will attend to the following:—(1) Remove the bucket from the closet or place appointed and substitute a clean bucket in its place; (2) at the stated places empty the contents of these buckets into others until the latter are partially full; (3) cover the night soil with coir or saw dust and sprinkle disinfecting powder over it, and then close the buckets with their lids tightly pressed down; (4) clean and disinfect the empty buckets; (5) return them to the closets or place appointed.

N.B.—The coir husks or any other substance used for cleaning the buckets should not be thrown anywhere, but put into the cart.

6. When buckets are removed from closets and taken to the places where they are collected the covers should be tightly fixed on.
7. Two coolies will, by turns, accompany each cart every night to the depôt and assist the depôt cooly to empty the contents of the carts into the trenches, and help to wash out the carts and buckets and disinfect them and take them to the place provided for the purpose.

Duties of Depôt Overseer.

1. The overseer, when ordered by the Manager, must provide the required number of coolies for digging trenches or any other extra work that may become necessary at the depôt.

2. He shall be responsible for the coolies performing their allotted work, and also for its being done thoroughly and satisfactorily.

3. He should be careful to see that the night soil brought to the depôt is properly covered up after being deposited in the trenches.

4. He shall be responsible for the cleanliness of the depôt, and that it is always maintained in an inoffensive state. He should satisfy himself daily that no pits are uncovered, or exposed by the earth being washed away, or from any other cause. If he detects anything irregular, he should, without any delay, attend to it, in the meantime reporting the matter to the Chairman.

5. He should keep a check-roll for marking the attendance or non-attendance of the coolies.

6. He must enter in a book supplied him (1) the time of arrival, (2) the time of departure, (3) name of coolies accompanying each cart, (4) any irregularities (in remarks column) of every cart calling at the depôt.

7. He must never be absent from the depôt without leave.

Breach of any of the above rules, or of the "by-laws relating to night soil," will subject the offender, whether overseer or cooly, to a fine or dismissal as the Chairman may think proper. He will further be liable to any costs, charges, or expenses which the Health Department may incur or become liable to, owing to his neglect, carelessness, or otherwise.

RESOLUTION OF COUNCIL.

The foregoing Report having been submitted to the Council at a Meeting held on May 24, 1902, the following resolution was passed:—

"Resolved,—That the Report be adopted."

The Municipal Office,
Galle, May 26, 1902.

J. E. ANTHONISZ,
Secretary.

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